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LETTERS AND PAPERS

RELATING TO THE

First Dutch War (N

1652—1654

EDITED BY

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Brief

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*N.B. — The dates here given to the papers are in Old Style.*

MAP.—MOUTHS OF THE SCHELDE . . . *To face page 1*

### *Errata to Volume 1*

Page 46, note 4, *for* writes . . . force enough *read* according to Mr. Oppenheim 'probably refers to his want of judgment in not strengthening his squadron with that of Sir E. Spragge . . . a proceeding which his contemporaries attributed to a desire not to share prize-money with too many ships.'

Page 66, l. 1, *for* Mary Flower *read* Mayflower.

„ 90, note 3, *for* pederiro *read* pederero.

„ 103, note 1, *for* 24 cwt. *read* nearly equal to two English tons of lading.

„ 139, l. 10, *for* '1s. ob' *read* '1d. ob.'

„ 168, note 1, *after* command *read* in the service of the States.

„ 265, l. 7, *for* Commander *read* Commodore.

„ 266, l. 2, and *passim*, *for* flûte *read* fly-boat.

„ „ *delete* note 1.

„ 387, l. 9 from bottom, *for* Aug. 5 *read* Aug. 1.

„ 395, heading of paper, *for* De Witt *read* De With; also in Contents, p. xix, No. 238.



# MOUTHS OF THE SCHELDE.

1 Fathom Line shown thus

2 " " " "

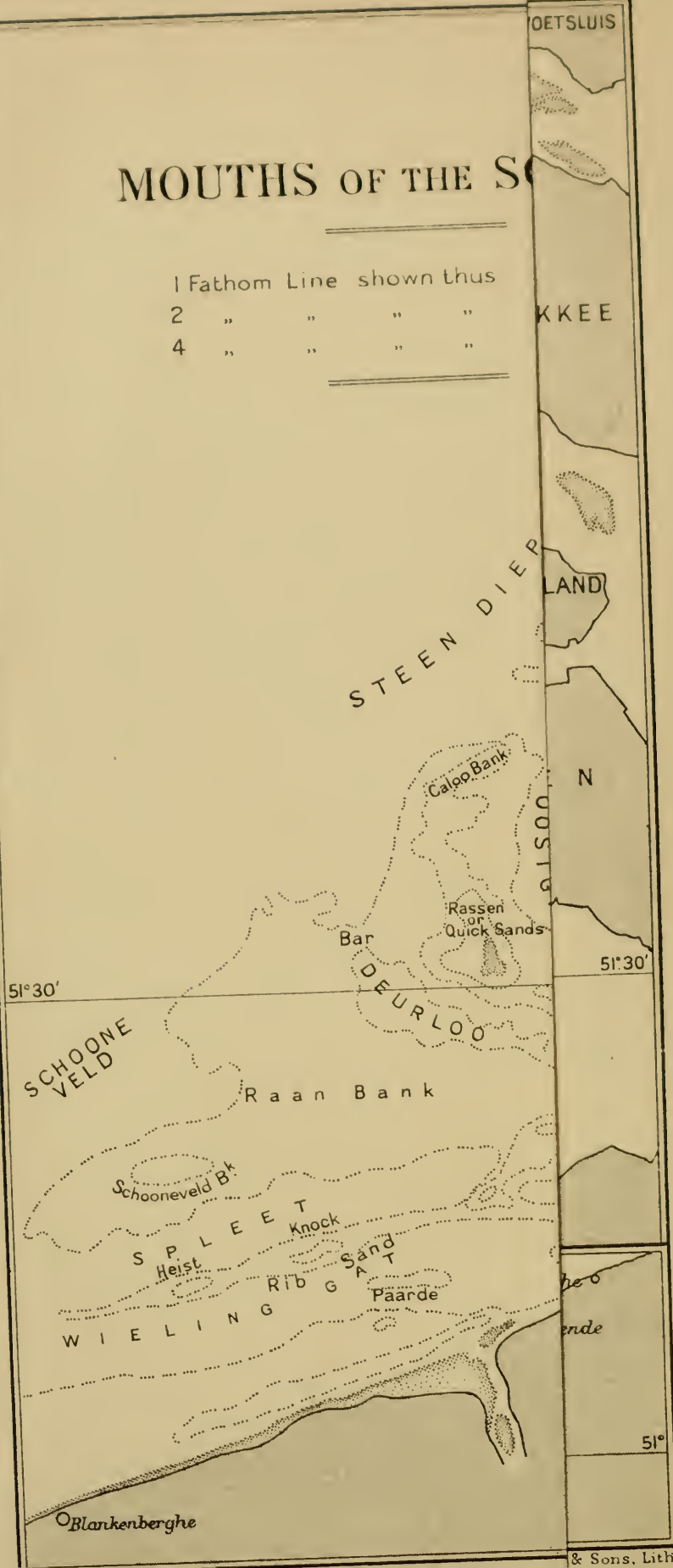
4 " " " "



# MOUTHS OF THE SC

1 Fathom Line shown thus

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THE  
FIRST DUTCH WAR

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*This volume—THE FIRST DUTCH WAR, Vol. II.—has been unavoidably delayed, but is now issued on the 1899 subscription.*

*March 1900.*

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PART V

*AYSCUE AND RUYTER IN THE CHANNEL*

*INTRODUCTORY*

*a. Ruyter's Voyage*

WHEN on July  $\frac{11}{21}$  Tromp steered northwards to follow Blake (Vol. I. 370), leaving Ayscue behind him, it became necessary for the Dutch—if their commerce passing through the Channel was not to be entirely at the mercy of the enemy, to take some measures to defend it. On July  $\frac{15}{23}$  the Board of Admiralty of Amsterdam reported that the merchants trading with Spain had pressed them to increase the fleet then gathering in the Wielings, to enable it to protect the homeward-bound trade, especially the ships bringing, according to custom, part of the silver which had arrived at Cadiz in the Spanish treasure-fleet from the Indies (No. 256). The Board seconded this request, but, four days later, it poured out its complaints of the want of money, which made it impossible, without the help of the States-General, to support the charge of the ships required for the



service in the Mediterranean and the North Sea (No. 263). On July  $\frac{17}{7}$  the States-General resolved to offer the protection required (No. 260), and on July  $\frac{19}{8}$  a commission (No. 265) was granted by the States-General to Captain Ruyter to command, as Vice-Commodore, the fleet then gathering in the Wielings—the channels amongst the shoals lying near the Flemish coast outside the mouth of the Scheldt. It may here be observed that Ruyter invariably in this correspondence omits the 'de'—which in the case of Dutch names of families not of French origin is no sign of noble birth—though the prefix is invariably added when he is referred to by others. In the correspondence which follows his appointment he is officially styled Vice-Commodore (*Vice-Commandeur*) by the States-General and the States of Zeeland, though he is always styled Commodore (*Commandeur*) in his relations to the fleet under his orders. Mr. Edmundson, whom I consulted on this point, writes to me as follows:—

'A passage in the well-known *Leeven en Daaden der Doorluchtigste Zeehelden*, door V. D. Bosch, 1683, appears to me to throw light upon the title of *Vice-Commandeur* borne by de Ruyter in 1652. In the life of de Ruyter in this book, p. 602, the following passage refers to his appointment to that office: "At which time" [the outbreak of the English war] "he was besought on behalf of the province of Zeeland to command a squadron of ships for that expedition, and over them to bear the name of *Commandeur*, because in the province at that time no ordinary flags were vacant and open."<sup>1</sup> In other words, the Zeeland Admiralty had only a certain number of flag-officers on its establishment, which being filled up, de Ruyter was given a temporary flag with the rank of *Commandeur*, i.e. a flag-officer in independent command of a small squadron; and that he was not a subordinate is evident, and is shown by the fact that in his little fleet he appointed Captain Joris Pieterzoon van den Broucke as his *Vice-Commandeur* (see No. 293), and the Captain Jan Aartzoon—or Arentsen, according to his signature—'Verhaeff, as "Schout bij Nacht." On the death of van den Broucke, Verhaeff was made *Vice-Commandeur* in his place' (see No. 381). It may be added that the style *Commandeur* is somewhat

<sup>1</sup> This information was probably based on No. 464.

elastic, mainly, but not altogether, answering to our Commodore, and the States may simply have meant to indicate that Ruyter was in command under themselves. On July  $\frac{20}{30}$  it was resolved (No. 269) that the new fleet should cruise in the Straits and the Channel as soon as a force of sixteen or seventeen ships had been collected. On  $\frac{\text{July } 22}{\text{Aug. } 1}$  the deputies of the Boards of Admiralty urge that means shall be taken to protect the silver fleet and other homeward-bound merchantmen (No. 275). On  $\frac{\text{July } 23}{\text{Aug. } 2}$  a fresh duty of convoying the outward-bound merchantmen, directed to rendezvous in the Wielings was imposed on Ruyter (No. 278), and on  $\frac{\text{July } 26}{\text{Aug. } 5}$  the Amsterdam Admiralty notified to that of Zeeland that their men-of-war and merchantmen were lying in the Texel ready for sea (Nos. 281, 282). On the same day, instructions were given to the captains of the eight men-of-war about to leave the Texel under Jan Gideonsen Verburch, to join Ruyter's fleet, and to await the silver fleet with him at the mouth of the Channel, after which two of their number, Captains Roetringh and Richewyn, were to continue the voyage together with the outward-bound merchantmen (Nos. 283, 292).

Ruyter felt himself strong enough to put to sea without waiting for the ships from the Texel. When he joined the fleet on  $\frac{\text{July } 31}{\text{Aug. } 10}$  he had under his orders twenty men-of-war and four fire-ships, of the former of which he proposed to leave one behind to send on any more ships that might come in. Writing on August  $\frac{1}{11}$ , he reported news that an English fleet of forty-five ships was off the Isle of Wight (No. 295). On August  $\frac{2}{12}$ , Ruyter was off Calais, having now with him twenty-two men-of-war and six fire-ships (No. 297). He at once sent out three ships to convoy merchantmen to the Somme (No. 298), and three other ships on August  $\frac{3}{13}$  to look out for the Texel squadron, for whose arrival he was anxiously waiting under Cape Grisnez (No. 300). His instructions to the captains of the fire-ships (No. 301) show that he fully understood the importance of meeting and overpowering the enemy, and had no intention of contenting himself with slipping through the Channel unperceived with his convoy. On August  $\frac{4}{14}$  he counted his fleet as consisting of twenty-three men-of-war and six fire-ships (No. 303). On August  $\frac{5}{15}$ , the Committee of the



Boards of Admiralty speak of nine Amsterdam ships (No. 307) as already in the Wielings—one apparently having been added to the number in the Texel—and suggest that, if Blake had returned from the north, these ships should be kept back to make head against him, whilst Ruyter would proceed down Channel without waiting for a reinforcement (No. 307). The next two or three days were occupied by suggestions from the States-General and the Zeeland Admiralty (Nos. 313, 314, 318). On August  $\frac{7}{17}$  Ruyter complains of a ship which had just joined him that ‘not more than four or five men in each watch are capable of taking the helm. . . . I wish very strongly we had but a dozen well-equipped ships in place of our present fleet’ (No. 315). Ruyter was not a man to grumble without cause, and similar complaints of the inefficiency of the crews are made from time to time by other commanders in this war. On August  $\frac{11}{17}$  he was at last joined by the missing ships (p. 194), after which he made his way down Channel, keeping to the English coast till the Isle of Wight was passed, then sloping over towards Guernsey, and on the  $\frac{16}{26}$ th was only nine or ten miles from the coast of Brittany, when he descried Ayscue coming down upon him (p. 196).

*b. Ayscue's Voyage*

After Tromp's failure to bring on an action in the Downs on July  $\frac{11}{17}$ , and his consequent determination to follow Blake (Vol. I., Nos. 217, 219), Ayscue was at liberty to divert his attention to the Channel. On July  $\frac{17}{17}$ , the Council directed him to stand to the west for the security of English shipping (Nos. 259, 261), as soon as he was joined by the portion of his fleet then lying in the Thames. Both he and Ruyter therefore were sent out with the primary object of protecting commerce. Priority is given to the same purpose in the instructions issued to Ayscue on July  $\frac{20}{30}$ , though the order to protect merchantmen was followed by another directing Ayscue to seize all Dutch ships whether men-of-war or merchantmen, and that, again, by another directing him to treat French ships, with certain exceptions, in the same way. This clause, indeed, has an interest of its own, as it makes clear the existing relations between England and France, and throws light on Blake's



subsequent attack on the French fleet sent to relieve Dunkirk. On the same day two ketches were sent out to ply about the Land's End to warn homeward-bound ships that the war had broken out, and to collect information for Ayscue's behoof (No. 268).

From Ayscue himself we have scarcely any official dispatches such as those which trace Ruyter's movements, and we must therefore content ourselves almost entirely with letters printed in newspapers. He probably left the Downs on July  $\frac{1}{2}$ <sup>9</sup>, as he cleared Bembridge Point on the night of the  $\frac{2}{3}$ <sup>0</sup>th (No. 272). He was, therefore, well on his way down Channel ten days before Ruyter left Flushing (see p. 188). Another letter, written on <sup>July 29</sup>/<sub>Aug 8</sub> (No. 287), tells us that the English fleet was then off Plymouth, and another of the following day (No. 289) announces the safety of five East Indiamen. On <sup>July 31</sup>/<sub>Aug. 10</sub> Ayscue himself writes that, having brought them safely into Plymouth, he is again putting to sea (No. 291). On August  $\frac{6}{16}$ , he has returned to Plymouth with four prizes—one being French—after a cruise off the Land's End (No. 312). On the  $\frac{1}{2}$ <sup>4</sup>th we get our first news from English soil of Ruyter's coming. On that day his fleet, magnified in imagination to eighty men-of-war, was seen off Brighton, and we hear also that a small English vessel succeeded in making her escape, and was thus enabled to carry the news to Ayscue in the west (Nos. 335, 336). On August  $\frac{1}{2}$ <sup>5</sup>, as soon as this news reached the Council, it was forwarded to Blake, who was now in the neighbourhood of Yarmouth, with instructions to bring his fleet into the Channel to Ayscue's support (No. 337). On the day on which this dispatch was written the first battle of the war—if the preliminary engagement off Dover be left out of account—was fought between Ayscue and Ruyter.

### *c. The Battle near the Mouth of the Channel*

On the morning of August  $\frac{1}{2}$ <sup>5</sup>, Ayscue left Plymouth in search of the enemy, steering southwards (No. 341), having, doubtless, received information of his movements from the little vessel mentioned above as escaping from the Dutch fleet off Brighton. On the morning of the  $\frac{1}{2}$ <sup>6</sup>th, when he had sailed about seven leagues, he called a council

of war, which resolved to stand over to the coast of France (No. 357), the wind being light (p. 195) from the N.E. (No. 381). The two fleets caught sight of one another between one and two in the afternoon, and the engagement commenced about four. We are at once met, as is so often the case, by a discrepancy of evidence as to the numbers engaged. In two letters from Plymouth (Nos. 341, 342), we are told that the English fleet consisted of forty-one ships, whilst a later letter (No. 357), published six days after the battle, gives the number at thirty-eight, besides four fire-ships, and four small vessels for scouts, or forty-six in all. Ruyter's own dispatch (No. 381) gives forty men-of-war and five fire-ships, so that the difference is not very great. On the other hand, the Dutch numbers are fixed at thirty by the list in No. 382. Three English letters (Nos. 341, 342, 357) give respectively sixty men-of-war and twenty-five merchantmen; fifty-five men-of-war; sixty men-of-war and thirty merchantmen. Brandt, in his narrative (No. 383), says that Ruyter had sixty merchantmen, in addition to his thirty men-of-war, so that there can be little doubt that the origin of the mistake lay in the counting of merchantmen as fighting ships by the English sailors, a mistake easy to understand. There can be no doubt that the English fleet had the advantage of numbers, being in the proportion of about four to three. Moreover, though we do not know the names of Ayscue's ships, and are therefore unable to test the assertion in Brandt's narrative that the English were superior 'in respect of the size of the ships and the number of the guns and the crews,' it is too much in accordance with the facts in other fleets of the two nations to make us hesitate to accept it. The English, too, had the advantage of the wind, an advantage which led, as Ruyter complained, to the impossibility of using the Dutch fire-ships, which, being bad sailers, were far to leeward.

As has been seen, Ruyter, when he caught sight of the enemy, was some nine or ten leagues from the French coast. As he at once proceeded to beat up to meet the threatened attack, the battle must have been fought at somewhat less than one-third of the distance which separated the Ile de Batz from Plymouth. Of the tactics on both sides the evidence is slight. It is claimed for Ayscue that



he 'charged them quite through, and, not being able to go to windward of all, received forty broadsides and afterwards got away.' Then he 'charged them again and made another furious assault.' If 'not being able to go to windward of them' is more than a flourish, it may be taken as pointing to a difficulty which must have often occurred in these battles. A fleet or group of ships coming down before the wind into the midst of the enemy would be in danger of cutting right through, so that, finding itself to leeward in its turn, it would leave the enemy the advantage of the wind. It would therefore be the business of a commander to extricate his ships from the *mêlée*, which he could only do if, after passing through, he tacked back to his original station, in which manœuvre he would doubtless attempt to keep as far outside the enemy's fleet as possible. On this occasion Ayscue appears not to have been able to clear the enemy without running the gauntlet of the greater part of their fleet. This explanation is, of course, purely conjectural, but at all events gives an intelligible meaning to the phrase. He did, however, extricate himself at last, and was able to charge for a second time. Another letter (No. 358) confirms my interpretation of the passage noted in the first. 'Sir George,' says the writer, '. . . began the fight with great resolution, himself and six more charging through the whole body of the enemy's fleet. . . . Nevertheless, Sir George tacked about and weathered them, and charged them all again, and so continued still engaged in the body of their fleet, till it was dark night.' Ayscue succeeded in weathering the enemy, but we may well believe that the author of the former letter was right in showing that he only weathered them with difficulty.

Ruyter, too, claims to have made two charges. 'About four or five o'clock,' he writes (No. 381), 'we ran into the midst of their fleet, and we attacked one another furiously, we having twice fought our way through their fleet.' As the English came down before the wind, it is impossible for these charges to have taken place before the English were wedged in amongst the Dutch ships.

It may also be noted that not only is there no hint of either fleet having fought in line, but that what little is told us militates against the idea that any such tactics were observed. Ayscue charged with his own ship and six

more (No. 357), whilst Ruyter says that he was in the midst of the English fleet with six or seven of his own ships. In both cases, though nothing is said about the order, the commander on either side was supported by no more than a group. Very little more is to be learnt of other details of the fight. The English, we hear, 'received very many shots in their hulls, but more in their masts, sails, and rigging, the enemy's design being to spoil them, in hope thereby to make the better use of their fire-ships upon us.' It will be seen hereafter that firing at the masts and sails was a Dutch practice. Yet we must remember that the Dutch are not represented here as firing only in this manner. We are told in the same letter that 'sundry great shot went through our Admiral's cabin.' The prevailing impression, however, was that the greater part of the Dutch shot was aimed high. 'We shot altogether low at them,' says another writer (No. 351), 'and they received many shot in their hulls. They shot high at us, aiming thereby to spoil our masts, sails, and tackles, in which most of our ships received the greatest loss, and yet our Admiral had many shot in her hull.'

Night parted the two fleets. The two letters from Plymouth, written on the  $\frac{1}{2}\frac{7}{7}$ th, express a belief that Ayscue would renew the fight on the following day. As a matter of fact, he thought better of it, and put back to Plymouth. All that was said for him in a letter of August  $\frac{2}{3}\frac{0}{0}$  (No. 351) was, that he deserved 'much honour for his gallantry,' and that 'had some of the merchants' ships in the fleet done the like, he had banged' the Dutch 'to the purpose.' The same writer consoled himself with the assertion that the Dutch 'Rear-Admiral and another ship' had been sunk. This, however, was by no means the case, and Ruyter's belief that he had sunk an English ship appears to have been equally unfounded. On the Dutch side the ship which had suffered most damage was not the Rotterdam, which carried the flag of Rear-Commodore Verhaeff, but Captain Fortuyn's ship, the Eendracht. At first it was thought that it would be necessary that the fleet should see her safely into Brest but on the  $\frac{1}{2}\frac{8}{8}$ th the carpenters succeeded in patching her up so that she was able to accompany her consorts.

*d. Ruyter's Return*

On August  $\frac{17}{2}$ , as soon as it appeared that Ayscue had no intention of continuing the fight, Ruyter sent off the merchantmen to continue their voyage with two men-of-war as convoy. On the following day he called a council of war, at which it was decided to follow up the victory by an attempt upon the enemy's ships at Plymouth, 'with a view of overcoming or destroying them, hoping God may be pleased to bless our enterprise' (p. 196). In the night, however, when the Dutch fleet was off the Start, the wind shifted to the S.S.E., blowing hard, and Ruyter, judging it expedient not to hazard his fleet on a lee shore, abandoned the design.

After this, Ruyter remained for some days cruising south of the Lizard, on the look-out for homeward-bound Dutch ships. On  $\frac{\text{Aug. } 24}{\text{Sept. } 3}$  he learnt from a passing ship that Blake had been off Beachy Head on August  $\frac{20}{30}$ , as it was said, with seventy-two sail. He accordingly wrote home on  $\frac{\text{Aug. } 29}{\text{Sept. } 8}$  for reinforcements (No. 381). Blake, however, was destined for other service, and was engaged on September  $\frac{4}{14}$  in destroying a French fleet on its way to the relief of Dunkirk, thereby bringing about the surrender of that place to the Spaniards. The news that Blake's fleet was off Dover on the  $\frac{5}{15}$ th reached Ruyter on the  $\frac{9}{19}$ th. On September  $\frac{15}{5}$ , Ruyter, being then off the Start, chased twenty-four or twenty-five English ships, which our information does not allow us to identify. His own fleet, however, was much scattered, and, as by this time it was blowing hard, the pursuit was abandoned. In the evening of the  $\frac{16}{26}$ th, the Dutch fleet was off Cape de la Hague. The ships of which it was composed were by this time running short of provisions, and were themselves 'in such a state that we could do better execution against the enemy with sixteen or seventeen well-equipped ships than with all the present fleet.' Taking these defects into consideration, and also the danger of being caught between Blake and Ayscue, it was resolved by council of war held on September  $\frac{17}{27}$  to make for home, especially as the merchantmen under Ruyter's protection were anxious to reach their ports (Nos. 413, 417). On  $\frac{\text{Sept. } 22}{\text{Oct. } 2}$  Ruyter joined the fleet of Vice-Admiral de With, of which more will be



heard in the following part, off Dunkirk and Nieuport (p. 216). Blake had sailed down Channel to look for him, but he seems on this, as on a later occasion, to have made little use of scouts. At all events, the two fleets saw nothing of one another, and the chance of destroying Ruyter with a more numerous and better-equipped fleet was missed.

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251. *July ½<sup>1</sup>, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 30, pp. 19, 20.]

That a letter be written to Mr. Peter Pett to let him know he is to proceed in the carrying down of the ship *Sovereign*, according as he hath propounded in his letter directed to Sir H. Vane.

That a letter be written to the Commissioners, sent from the Council, to acquaint them with what hath been propounded by Mr. Peter Pett as to the carrying down of the ship *Sovereign*, and to let them know the Council have approved thereof.

That it be referred to the Committee of the Admiralty to consider of providing of more soldiers to be sent to the fleet; and they are to sit to-morrow morning at six of the clock.

That a letter be written to the western ports to send out some small vessels to give notice to all English ships to put into the next convenient port until they have a sufficient convoy sent for them.

252. *July ½<sup>2</sup>, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 30, pp. 21, 22.]

That a letter be written to the Governor of Plymouth to desire him to set out two ketches more

than what he hath already been written unto to set out, who may stand off to sea from the Land's End and acquaint all such English ships as are home-wards bound of the difference between this nation and the Dutch, and are to require them, in the name of the Council, to put into the first convenient port they can make, and to forbear coming to the port of London till they shall have convoy or order to come without it.

That direction be given to the collectors for prize goods to cause the man-of-war taken from the Dutch, and which is now at Hull, to be prized.

That it be referred to the Committee of the Admiralty to give order for the victualling and manning of the ship of war which was lately taken from the Dutch, and is now at Hull, and also to satisfy themselves of the fitness of Stephen Rose to be commander thereof.

That a letter be written to the Masters of the Trinity House to desire them to return three names of fit persons, out of which the Council may make choice of one to be master of the Sovereign.

That Mr. Pett do take his first opportunity to carry the ship Sovereign to Bishop's Ness, the place mentioned in Mr. Pett's letter to Mr. Coytmor, and that he stay on board her until a master or captain come to take the charge of her.

253. *July 13, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 30, pp. 26, 28.]

That the Commissioners of the Navy be sent unto to give an account to the Council of what ships are now in the Thames, which have been



taken from the Dutch, and which of them may be fit to be made men-of-war, and to give an account to the Council to-morrow in the afternoon.

That the victuallers of the navy having informed the Council that they having laden aboard a vessel 200 men's victuals to victual the northern squadron, and that they are since informed that the ship *Lion*, one of that squadron, have victualled the other ships, and is come herself into Hull to revictual, that the said 200 men's victuals be stayed in Hull for such further service as shall be necessary.

254. *July*  $\frac{14}{24}$ , 1652.—ORDERS OF THE COUNCIL  
OF STATE

[R.O., *Interr.* I, 30, pp. 29, 31, 33, 34.]

That the dispose of the Dutch prisoners now at Hull be referred to the consideration of the Committee for the Admiralty.

That it be referred to the Committee for the Ordnance to consider what maritime places are necessary to be fortified in respect of the present state of things between this nation and the Dutch, and more especially in the western parts.

That the Lord General be desired to give order to the regiment of Major-General Lambert to march towards Yarmouth, the Isle of Lovingland, and the sea-coast of Suffolk for the strengthening thereof.

That a letter be written to the Commissioners of the Navy to let them know the Council did not expect to receive from them such an answer as was sent unto them concerning the giving an account to the Council of such Dutch ships as have been lately taken, to require them to proceed to take an



account thereof, and return it to the Council with all speed.

That the list given in to the Council of such ships as are now in the river of Thames, fit to be taken on to the service of the State, be referred to the Committee of the Admiralty, to make choice of ten of the best ships in that list, and to advise with the Commissioners of the Navy concerning the same, and particularly concerning the propositions made by the owners in reference to the setting out those ships, and what is fit to be given by the State upon this occasion, and report to the Council what they do herein; and the said list and the other papers sent to the Council relating to that business is to be sent to the Committee of the Admiralty.

That it be referred to the Committee for the Ordnance to consider of what ammunition is necessary for the supply of Yarmouth and Lovingland, and the letter of Major White of the 12th of July is also to be referred thither.

That a letter be written to Captain Kendall to desire him to take the first opportunity of setting sail to Sir George Ayscue.

That a letter be written to the Commissioners of the Navy for desiring them to send a list of such ships of war as were taken from the Dutch, the Council not being satisfied with what they write concerning that business.

255. *July  $\frac{1}{2}$ <sup>5</sup>, 1652.—ORDER OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 30, p. 36.]

That the paper given in to the Council concerning the wounded men at Dover be referred to the consideration of the Committee for the Admiralty.

256. *July 1<sup>st</sup>/<sub>2</sub>, 1652.—THE BOARD OF ADMIRALTY  
OF AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—We wrote yesterday to your H.M., representing how very desirable it is to open up and secure the Channel between England and France, and also to provide the ships sailing to and from the Baltic with good and sufficient convoy. Since writing we have received a deputation from a considerable number of merchants trading with Spain, who informed us of the arrival of the Silver Fleet at Cadiz in Andalusia, and begged very earnestly that some ships of war might be sent into and down the aforesaid Channel to meet ships returning to this country with cargoes from the said fleet, as will appear from the annexed petition. There came also several traders to the Baltic besides, who informed us that the number of English ships in the Sound is now increased to seventeen, which all serves to confirm the news we received yesterday ; and they therefore begged that your High Mightinesses will not only be pleased to provide means to keep the said passage free, by directions to the said ships of war that are still here under our orders, but that, considering the importance of the interests at stake, you will also add to the number of the ships at the newly appointed rendezvous before the Wielings, so as to strengthen effectively the said passages, and to give the merchants confidence to carry on their business in their accustomed channels, to the advantage of the revenues of the country and the comfort of many of our good countrymen. In the hope that this may be brought to pass . . .

257. PETITION TO THE BOARD OF ADMIRALTY  
AT AMSTERDAM

[Archives of the Hague. Translated. Inclosed in No. 256.]

To the Noble and Powerful Lords the Board of Admiralty at Amsterdam,—The undersigned merchants and traders of this place beg most humbly to represent that they received trustworthy news yesterday by the French Letter and from other sources that the Silver Fleet was sighted off Cape St. Vincent on the  $\frac{19}{29}$ th of June last past, and must therefore doubtless have now reached Spain, so that they have reason to expect great profits from that quarter. Considering that it is highly necessary that the ships which are to be sent hither, with silver to the value of 15,000,000 or 16,000,000 guilders, together with the ships to be expected from Malaga, Oporto,<sup>1</sup> Lisbon, and other places, which will likewise bring great sums, should be certain of a convoy; and that (having regard to the magnitude of the interests at stake) the prosperity of the country itself is concerned to a great extent in the preservation and security of these same ships; and that the English, who doubtless have good information, will be sure to be on the look-out: they cannot therefore refrain from addressing your Lordships upon so weighty a matter, most humbly beseeching that your Lordships—having regard to what is set forth above, and considering (over and above the damage to this country, and the disastrous ruin it would mean to divers merchants, if the English succeeded in taking these ships) how greatly [our enemy] would be strengthened and encouraged thereby—will be pleased to grant their prayer and to give such orders as may be

<sup>1</sup> 'Port a port' in the original.



necessary for the stationing of a goodly number of ships of war in the Spanish sea near or at the mouth of the Channel to watch for the ships sailing hither as aforesaid and to bring them in, and also to convoy and conduct into the Spanish sea such ships as are now lying ready at Texel in considerable numbers, bound for Spain and Italy, by means of which same ships bound for Spain and Italy the said vessels coming from Spain should be informed of the convoy, as well as by an express which your petitioners would send overland to those parts ; and this would be a strong inducement and encouragement to the merchants in Spain to dispatch their goods and their silver returns, and other costly merchandise, &c., &c.

NICOLAS VAN HULTEN

[and seventeen others].

258. *July*  $\frac{1}{2}$ <sup>6</sup>, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 30, pp. 41-43.]

That the ship now at Dover, which was bound for Guinea, being taken on to the service of the State, shall be called the Advantage.

That a letter be written to the Commissioners of the Navy signifying to them that there is a Dutch ship laden with iron, &c., now in the pier of Dover, sent in by some of the men-of-war of this State. Her name is the Concord, <sup>1</sup> Jensen, master, which ship the Council have resolved to send out in the State's service ; that therefore they give order for fitting her forth with all speed, and to let them know that the Council hath named her the Advantage.

<sup>1</sup> Blank in the original.



That the Commissioners of the prize goods be writ unto to take care that no damage come to this Commonwealth by firing the ships in the river of Thames or in other ports, or other harm to be done unto them at this time when there are so great number of ships in port.

It being put to the question whether Captain Harrison should be continued in the command of captain of the Vanguard, it passed in the negative.

That Captain Haddock and Captain Hall be employed in the fleet which is now going out to sea.

That Captain Haddock be appointed commander of the ship Vanguard.

259. *July 17, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 30, pp. 44-46.]

That Jeremiah Luther, being now pressed to the service of the State, be discharged and have protection for the future, the Council being informed that he is unfit for the service by reason of an imperfection upon him.

That a letter be written to Sir George Ayscue to let him know that as soon as the ships out of the river are come unto him, that he is by the first opportunity to stand to the West for the security of the English ships.

That Captain Haddock be appointed Vice-Admiral to Sir G. Ayscue, and that it be left unto him to make choice of such person as he shall think fit to be his lieutenant.

That a letter be written to the Commissioners of the Navy to desire them to return to the Council the names of three able persons such as they judge fit to be made masters of the ship Sovereign.<sup>1</sup>

<sup>1</sup> A similar request had been made to the Trinity House, see p. 11.

That the draft of an Act prepared to be offered to the Parliament for the calling home of all English seamen be humbly presented to the Parliament by Colonel Morley.

That a letter be written to Captain Kendall to hasten away with the ships with him into the Downs.

That Colonel Morley and Mr. Hay be desired to speak with Captain Haddock and acquaint him with the resolutions which have been taken by the Council concerning him, to deliver his commission unto him, and to give him such further directions as they shall judge to be for the expediting of the service to which he is appointed.

260. *July 17, 1652.—EXTRACT FROM THE REGISTER OF SECRET RESOLUTIONS OF THE STATES-GENERAL OF THE UNITED NETHERLANDS*

[Archives of the Hague. Translated.]

After debate, it is resolved and agreed that a letter be written to the Consuls of this State in Cadiz, Seville, and Malaga, to the end that they may inform all the ships of this country having cargoes from the Spanish Silver Fleet from the West Indies, who might hesitate to sail from fear of danger, that such orders have been given, and arrangements made by their H.M., that they may come hither with every hope of safety, and that ships will cruise about in the Channel against their coming in order to convoy them, with the help of God, safely into harbour. And the letters to be thus dispatched shall be sent off without waiting for an abstract to be taken<sup>1</sup> of this.

<sup>1</sup> Resumptie. Apparently the letters were to be sent in such haste that there was to be no abstract taken for preservation

261. *July 1<sup>st</sup>, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 30, pp. 47, 49–52.]

That a letter be written to the officers of the ordnance to hasten down to the ship *Sovereign* such guns as are to be put aboard her from London.

That a letter be written to Sir G. Ayscue to desire him that he will, upon his departure out of the Downs, leave one small vessel which may be a nimble sailer, and also one ship of good force which the Council conceive fit for the clearing of the coast from piracies, but yet to leave it to him to do therein as he shall think fit; to acquaint him with the forwardness of the *Sovereign* and *Antelope* and other ships which are to come to him; to leave it to him to make Captain Packe<sup>1</sup> to be his Rear-Admiral.

That a letter be written to Sir G. Ayscue to desire him to give convoy to some ships bound for Newhaven<sup>2</sup> in France, and to bring some from thence, for which he is to take his opportunity and to do it in such manner as the public service may not be retarded or prejudiced thereby.

That the Council do take into consideration on Wednesday next in the afternoon the business of the disposing of the Dutch ships lately taken and the goods found thereupon into such hands as may be most for the service of the State.

That the Lord General be desired to give order to some forces quartered in the East and North<sup>3</sup> Ridings of Yorkshire to draw down towards Scarborough and the sea-coasts for the security thereof.

That a letter be written to the victuallers of the amongst the records of the Deputies. If so, what is given above, therefore, must have been written down from memory.

<sup>1</sup> Michael Packe.

<sup>2</sup> *I.e.* Havre de Grâce.

<sup>3</sup> Wrongly given as 'West' in the *Calendar*, p. 336.



navy to acquaint them that Sir G. Ayscue will upon his occasion of going westward have occasion to be supplied with victuals at Portsmouth and Plymouth ; to desire them therefore to take care that such provisions may be made at each place that his fleet may be accomodated as they shall have occasion.

That it be referred to the Committee of the Admiralty to confer with the Committee of the Navy concerning the providing of money for the ships with Sir G. Ayscue come from the Barbados, for the better satisfying of his men whilst they shall be kept out.

That it be referred to the Committee of the Admiralty to confer with the Commissioners of the Navy concerning the fitting out of such ships which are further to be taken on for this year's service ; and particularly to consider with them the state of the victuals, and for how many men's victuals more the State must declare for upon this occasion.

That the three ships now in Dover Pier, presented to the Council as fit to be made men-of-war, be forthwith fitted out ; and so much is to be signified to the Commissioners of the Navy.

That it be referred to the Committee of the Admiralty to prepare a state of the fleet in reference to the charge thereof, and therein to particularise the time when every ship is to come in, and bring it into the Council.

That the ship taken from the Dutch, brought into Falmouth, called the Rotterdam, be now called the Falmouth, and she is to be fitted out as a man-of-war, and is to have a captain and other officers appointed unto her, and the Commissioners of the Navy are to be sent unto to fit her out.

That what hath been done by the two ketches (employed off the Land's End for the giving notice to merchants' ships for their security) in taking a



French man-of-war be approved of, and that a third part of the value of that ship be allowed unto them.

That the ship *Marmaduke* be set out as a man-of-war in the service of this Commonwealth.

That it be referred to the committee of law and examinations to prepare an Act for the forbidding all persons to hold any correspondence with the Dutch to the prejudice of this Commonwealth.

262. *July 1<sup>9</sup>/<sub>2</sub>, 1652.—THE COUNCIL OF STATE TO  
THE NAVY COMMISSIONERS*

[S.P. Dom. xxiv. 80.]

Gentlemen,—The Council have received yours this afternoon, and therein the nomination of three persons fit to be masters of the ship *Sovereign*.<sup>1</sup> We have made choice of the first of the three, Mr. Rabnet, master attendant at Chatham, and desire you to signify the same unto him and to give order to the victuallers to hasten away the victuals and provisions to the *Sovereign*, she being now in the Hope, and there staying for them, and to assist what you can in supplying her with men. The Council have also approved of those officers for the *Convert* that have been presented by Captain Rose, and appointed warrants to be issued accordingly. This afternoon we have resolved to have the *Marmaduke*, and a Dutch ship, carried into Falmouth, of 26 guns, lately called the *Rotterdam*, and now the *Falmouth*,<sup>2</sup> and likewise three Dutch ships in the Pier of Dover, certified to us by Captain Moulton to be very fit for service, forthwith set forth. We desire you thereof to take care for the speedy fitting them out to sea; and as for the victualling of them, and what else will be necessary to be done in

<sup>1</sup> See No. 259.

<sup>2</sup> See No. 261.

order to that service, we have referred it to the Committee of the Admiralty to confer with you, and upon your certificate of the state of the victuals we shall declare for so many men's victuals more as shall be requisite upon this occasion.

Signed in the name and by order of the Council of State appointed by authority of Parliament.

DENIS BOND, President.

Whitehall, 19th July 1652.

263. *July 1 $\frac{1}{2}$ <sup>9</sup>, 1652.—THE BOARD OF ADMIRALTY OF AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—We have received the dispatch of your H.M. of the 1 $\frac{1}{2}$ <sup>3</sup>/<sub>3</sub>, in which you write to us that we should again as soon as possible provide victuals, anchors, cables, sails, munition of war, and all other necessaries for the men-of-war under our authority belonging to the squadron of this State cruising in the Mediterranean, that they may be and continue in a fitting condition to remain some time cruising and doing service in the Mediterranean. Upon which we, having ripely considered the matter, cannot but humbly represent to your H.M. that by an estimate made last year, before the departure of the aforementioned ships (being a division of 35 sail which were to be extraordinarily equipped and effectively sent to sea to cruise along the coasts of Italy, Spain, France, and to the eastwards), it was judged that they would cost annually more than 1,400,000 guilders; and we remonstrated with your H.M. that the Boards had no other means of providing this amount than the increase of one-third on the ordinary convoys of all goods and merchantmen coming in and going

out, which was reckoned as likely to bring in about 600,000 guilders, so that there would be a deficit of about 800,000 guilders, to provide which—on the supposition that the aforesaid equipment and the cause of it would cease at the end of the first year—it was decided that the increase should not be withdrawn before all the aforesaid burdens were removed; and the Boards were all authorised—in order that they might fit out these ships and pay what was absolutely necessary—to negotiate a loan for a million, which might be paid off in time from the before-mentioned receipts; with the proviso that, in case of the continuation of the demand, the deficit of the 1,400,000 guilders should be paid by the respective provinces out of their extraordinary revenue. Moreover, the necessity of this payment having been perceived by the members of the committees of all the Boards of Admiralty present on May  $\frac{7}{17}$  last, they begged for it by word of mouth and in writing, and besides delivered over a perfect account. Of this account a copy is herewith sent, without the payment of which the continuation of the aforesaid equipment is impossible. The same being doubtless well considered by the noble, great, and powerful States of Holland and West Friesland, they frequently urged that a vote should be taken for 800,000 guilders a year to be paid by the provinces to the Boards of Admiralty, and put upon the war account, of which nothing has yet been done.

On this we humbly request not only that the aforesaid vote be taken, but also that the necessary money be promptly furnished, declaring at the same time that in no other way is it possible for us to carry out the requirements of your H.M. signified to us in the aforesaid dispatch. On the contrary, we shall be compelled to let our before-mentioned ships fall to ruin, their provisions and necessities



being now at an end, as also the revenues at our offices have for some time diminished and fallen off in consequence of the failure of commerce, with the result that if we are left without subsidy or support from the respective provinces we shall be obliged to break off our ordinary equipments, and far less be able to keep up the ships mentioned above, which would not have come into existence without the aforesaid incidental payments, we having no other means. On which we expect your further disposition, and pray Almighty God, &c.

In Amsterdam, July 29.

264. *May 17, 1652.—REPORT OF THE DEPUTIES OF THE BOARDS OF ADMIRALTY TO THE STATES-GENERAL*

[Archives of the Hague. Translated. Inclosed in No. 263.]

High and Mighty Lords,—The deputies of the Boards of Admiralty residing at Rotterdam, Amsterdam, in Zealand, in the North Quarter, and in Friesland, being present, deliver to your H.M., by direction from the respective bodies appointing them, the account for twelve months of the expenses of the 35 ships which were respectively equipped by them in accordance with the resolution of your H.M. of May  $\frac{1}{2}$ <sup>6</sup>, 1651, and intended to be employed in rendering safe the Mediterranean and the North Sea, as well as other districts, and for the upholding of commerce, which are still at present kept in employment. We do this in order that your H.M. may thereby be able to see how that thereby the aforesaid Boards have on their shoulders a burden of 1,411,942 guilders, of which, therefore, they necessarily wait to be relieved by means to be provided by your H.M. Moreover, the raising of the convoy charges which were ordered to meet the



deficit by a third, has been found by far too little for the production of the 600,000 guilders which were expected to arise from that increase. And as, although many reductions were made, the aforesaid equipment exceeded the 800,000 guilders set aside for the purpose, the aforesaid deputies pray, in consequence of the burden laid upon them by the bodies which appointed them, that your H.M. be pleased, upon a petition of the Council of State, to beseech and urge all the provinces to consent to and to forward a subsidy of 800,000 guilders to meet the deficiency in which the aforesaid Boards find themselves involved by their extraordinary equipments, so that they may find relief, and also be prevented from incurring similar deficits hereafter, and from being in such a condition that they may no longer in the future be fit to perform the orders of your H.M.

Drawn up and signed by—

M. v. BROECHE,  
D. DE WILDT,  
J. GYSELIN,  
J. STEENGRACHT,  
L. DE PAUW,  
GHYSB. DE WYCKERSLOOT.

Account of the yearly cost of the victualling, pay, and equipment of five ships and fifteen frigates to cruise from the Straits of Gibraltar to the Skaw :—

Five ships, each manned with 120 sailors and 30 soldiers, victualling for one month 8,054f. 7, and for 12 months . . . . .	f. [st.] <sup>1</sup>  96,652 10
Pay of the same five ships besides that of the soldiers, for one month 6,710f., and for 12 months	80,520 0

<sup>1</sup> Florins or guilders, and stuyvers.

Fifteen frigates, each manned by 80 sailors and 25 soldiers, victualling for one month, 16,977f. $3\frac{3}{4}$ and for 12 months . . . . .	f. [st.]
	203,725 5 <sup>1</sup>
Pay for the aforesaid 15 frigates for a month 14,130f. 0, and for 12 months . . . . .	169,560 0
	<hr/> 550,457 15
A third part of the aforesaid victual- ling and pay to be reckoned for the equipment of 5 ships and 15 frigates . . . . .	183,485 0
	<hr/> 733,942 15
Estimate for 12 ships and 3 frigates for the Mediterranean . . . .	678,000 0
	<hr/> 1,411,942 15
Sum . . . . .	

From this is to be deducted the sum of 600,000 guilders, which ought to be the profit of the increase of a third on convoys, but which have fallen out otherwise; the aforesaid equipment and burden exceeds it by 811,942 guilders. Considering which the councils of the combined Boards of Admiralty, according to their accompanying remonstrance, desire to be relieved by a subsidy of 800,000 guilders.

Drawn up and delivered to their H.M. by the undersigned, May  $\frac{7}{17}$ , 1652.

M. v. BROECHE,  
DAV<sup>r</sup>. DE WILDT,  
J. GYSELIN,  
J. STEENGRACHT,  
LEO. PAUW,  
GYSB. DE WYCKERSLOOT.

<sup>1</sup> Accurately 203,726f. 3st.

265. *July 13, 1652.—COMMISSION FROM THE STATES-GENERAL TO VICE-COMMODORE<sup>1</sup> RUYTER*

[Brandt, *Het Leven en Bedryf van den Heere Michiel de Ruiter* (Ed. 1794), I, 53. Translated.]

The States-General of the United Netherlands to all who shall see or hear these, salutation. They give it to be known that we have thought it most necessary for the better security of the sea and the preservation of the navigation and commerce of these lands to equip and assemble another fleet of ships of war, and to send them to the rendezvous before or about the Wielings; and it is therefore necessary to appoint over the aforesaid fleet a fit and experienced person as Vice-Commodore. We have accordingly, on account of our good knowledge of the seriousness, manliness, and piety of our dear and trusty Captain Michiel de Ruyter, as well as of his good qualities and the proofs of his trustworthiness, courage, prudence, and experience in war at sea, placed and appointed him, and do place and appoint him, Vice-Commodore over the aforesaid fleet, giving him complete powers, authority, and special charge provisionally, and till our further orders, to take the command of the said fleet in the quality above stated, as has been customary of old, we ordering and commanding the captains, officers, soldiers, and sailors serving therein, not only to acknowledge and respect the aforesaid Michiel de Ruyter as their Vice-Commodore, but also to obey his orders and commands, and to carry them out precisely, on pain, if they are found doing otherwise, of being punished as mutineers, according to the requirements of the case, as we have found it to

<sup>1</sup> On this form of the name see p. 2.



be fitting for the service of the country and the furtherance of good order in the aforesaid fleet.

Given at the Hague under our seal, July 29, 1652.

266. *July 29, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O. Interr. I, 30, pp. 54, 55.]

That the ship called the Falmouth shall carry 100 men, the Marmaduke 160 men, the three prize ships at Dover each of them 120 men, the two merchants' ships in the river each of them 100, the Convert at Hull 120 men, the London merchantman 180 men; and so much is to be signified to the Commissioners of the Navy that they may give order for the manning of the ships accordingly.

That there shall be 20 volunteers of the ablest seamen taken into the ship Sovereign to be aboard her during her being at sea this summer, who shall be allowed the pay of masters and mates; that is to say, 10 of them masters' pay, and 10 mates pay.

That it be referred to the Committee of the Admiralty to name officers for the ship Falmouth, the three prize ships at Dover, and such other ships as are to be set forth as men-of-war in the service of the Commonwealth, and therein to consider of Capt. Edwin and Capt. Tatnell, recommended by Sir George Ayscue, and to nominate them to the command of such a ship as they shall think fit; and the Committee is to make report hereof to-morrow in the afternoon.

That a letter be written to Sir G. Ayscue to let him know that before the receipt of his letter a captain was appointed for the command of the ship



Advantage ; to let him know there are three prize ships now at Dover which are to be fitted out for the service of the Commonwealth, to which there are not officers as yet appointed, in the nominating of which the captains offered by him may be taken into consideration.

That Captain Packe be appointed Rear-Admiral of the fleet commanded by Sir G. Ayscue, and that a commission be given unto him under the seal of the Council.

267. *July 20, 1652.—INSTRUCTIONS TO SIR GEORGE AYSCUE, KN<sup>T</sup>, APPOINTED TO COMMAND THE FLEET DESIGNED FOR THE PRESENT GUARD OF THE CHANNEL AND THOSE SEAS*

[R.O., Interr. I, 30, p. 57.]

1. You are to dispose of the fleet under your command in such manner, and unto such stations, that you may thereby secure the English trade from the southward, and especially the English ships homewards bound from the Indies, the Straits, Guinea, Spain, Portugal, &c., and daily expected home ; and to that end if need be you are hereby authorised to send such part of the fleet as you shall think fit to ply off the Land's End, and the islands of Scilly and further to sea, if it be found necessary.

2. You are to use your endeavour to take and seize upon all ships, as well men-of-war as merchants' men and other vessels, belonging to the United Provinces, or any the people thereof, that shall come within your power, and secure the same by sending them into some of the ports belonging to this Commonwealth, or otherwise as shall be thought fit, without any embezzlement, until further order shall be taken therein.

3. You are to take, seize, and secure, in manner as is expressed in the next precedent article in reference to the Dutch, the ships belonging to the French, as well men-of-war as other ships and vessels coming within your power, except such as have licence from the Council to trade between Dieppe and Rye; and likewise the French fishermen, who usually fish in small vessels or fisher-boats upon the coasts of France, Sussex, and Kent, whom you are not to molest or trouble in their said employment, provided that such traders or fishermen do not under the pretext thereof suffer the people of other nations not free to trade and fish as aforesaid, nor colour or transport any prohibited persons or goods.

4. You are hereby required and fully authorised by force to take and surprise, or otherwise to burn, sink, or destroy all such ships or vessels that shall withstand or resist you in the execution of the foregoing instructions or any of them.

5. You are to give forth orders and directions to all the captains and officers of the said fleet pursuant to the foregoing instructions.

Whitehall, 20th July, 1652.

268. *July 20, 1652.—INSTRUCTIONS BY THE COUNCIL OF STATE TO JAMES LOCKE, COMMANDER OF THE CONSTANT ANNE, AND THOMAS QUIXLEY, COMMANDER OF THE BACHELOR*

[R.O., Interr. I, 30, p. 59.]

1. You are with your said ketch to ply to and again about the Land's End, and give intelligence to such English merchant ships as you can meet with of the present condition of affairs between this Commonwealth and the Dutch, to the end they may avoid the danger of being surprised by any Dutch men-of-war that may be in those parts.

2. You are to use your endeavour with all diligence to discover what number of men-of-war or other ships are upon those seas, and to whom and what country they do appertain, and thereof give speedy and timely intelligence to Sir George Ayscue, who is with a good squadron of ships going towards the west, to the end he may steer his course accordingly ; and you are likewise to give notice to such English merchants as you meet of Sir George Ayscue's coming towards the west.

3. In case you meet with any of the ships of war or other vessels belonging to the Dutch or French you are authorised and required, according as you are able, to take and seize upon such ships and vessels and secure them from embezzlement, until further order. Nevertheless you are not by virtue thereof to take or molest any Frenchmen having liberty from the Council to trade between Rye and Dieppe, or such French fishermen as usually fish in fisher-boats and small vessels upon the coasts of France, Sussex, and Kent, provided they do not, under pretext thereof, colour or transport any prohibited persons or goods.

4. You are to observe such further directions in the management of this business as you shall from time to time receive from this Council, General Blake, or Sir George Ayscue.

Whitehall, 20th July, 1652.

269. *July 20, 1652.—EXTRACT FROM THE REGISTER OF SECRET RESOLUTIONS OF THE STATES GENERAL OF THE UNITED NETHERLANDS*

[Archives of the Hague. Translated.]

Received a dispatch from the Board of Admiralty of Zeeland, dated from Middelburg, the



$\frac{17}{27}$ th inst., making a report, amongst other things, as to the ships belonging to the said Board at present stationed off the Wielings, or to be sent thither at an early date; and also suggesting to their H.M. whether it would not be for the good of the service to allow the fire-ships at present off the Wielings, as aforesaid, and which are for the most part old ships, and consequently not fit for sea, to come within port instead of lying off the Wielings with the other ships, so that they may no longer have to ride at anchor in the rough sea;<sup>1</sup> and begging, finally, to be informed of their H.M.'s good pleasure as to what shall be done by their Lordships with the two small English vessels and their cargoes taken by Lieutenant-Admiral Tromp, and by Captain Cornelis Teby, commanding one of the fire-ships, and sent in to Flushing, where they are still lying, their cargoes being untouched and no proceedings whatever taken in the matter. After due consideration it is resolved and agreed that a letter be written to the said Board, informing them that as soon as the men-of-war to the number of 16 or 17 shall have assembled with the others off the Wielings, their Lordships shall forthwith give orders for them to cruise in the Straits of Dover and in the Channel, with the fire-ships aforesaid, to do the English all the injury they can, with instructions to the commander of the said ships to leave a vessel off the Wielings to inform the ships arriving at that place from time to time, and to enjoin them to make sail and join the aforesaid ships off the coast and in the Channel; giving the same Board thereby, nevertheless, full authority to do therein as shall seem to their Lordships most advantageous for the service of the country.

And on the last point, touching the small

<sup>1</sup> Literally 'to be freed from hard riding.'



English vessels brought in as abovesaid, it is resolved that the aforesaid Board shall cause such perishable goods as may be therein to be unloaded and duly inventoried, allowing the crews of the said vessels to go whithersoever they please.

270. *July 21, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 30, pp. 61–63.]

That it be referred to the Committee of the Admiralty to consider of what way may be best and most expeditious for the disposing of Dutch prizes to sale, and also to consider what persons will be fittest to be intrusted in that employment, and they are to make this report to the Council on Friday next in the afternoon.

That it be referred to the Committee of the Admiralty to consider how the Dutchmen may be disposed of, and to report their opinions to the Council on Friday next.

That a letter be written to the Committee of the Navy to desire them to contract with the victuallers of the navy for 829 men's victuals for 6 months.

That a letter be written to the victuallers of the navy to declare to them that 829 men's victuals for 6 months are to be provided, and that the Council have written to the Committee of the Navy to contract with them for the same.

That a letter be written to Sir G. Ayscue to desire him to omit no opportunity of sailing for the Land's End for the securing of the English ships homewards bound, and now every day expected.

That a letter be written to the Commissioners of the Navy to let them know that the ship *Peter* of Rotterdam, as also the *Golden Lion* of Middel-

burg, are to be set out as men-of-war ; to desire them therefore to give order for the fitting them out.

That it be signified to the officers of the ordnance that they are to take especial care that carriages be made with all possible speed for the ordnance, which are for the Sovereign and the Antelope, and to that end they are strictly to require the carpenters employed in that work to lose no time in the making of them.

271. *July 31, 1652.—ORDER OF THE ADMIRALTY COMMITTEE*

[S.P. Dom. xxiv. 82.]

Whereas the Council of State have, by their order of the 19th present, referred it to their Committee to prepare a state of the fleet in reference to the charge thereof, and therein to particularise the time when every ship is to come in, and to bring it into the Council ; it is thereupon ordered that a copy of the said order be made and sent to the Commissioners of the Navy, who, upon conference with the victuallers of the navy touching the premisses, are to return an account thereof by Monday next, at two of the clock in the afternoon.

By command of the Committee.

ROBT. COYTMOR, Sec<sup>r</sup>.

272. *July 31, 1652.—A LETTER FROM PORTSMOUTH*

[Printed in *A Perfect Account*, p. 654. B.M. Press Mark E, 672, 3.]

Sir,—I can only add this to my former account, concerning Sir George Ayscue setting sail from the

Downs with fifty sail of gallant firm ships, well manned; he was bound westward, as we conceive after those 18 sail of Hollanders that went by here 5 or 6 days ago. He had a very fair wind till he came near our road, but then the wind turned full against him, so that he was constrained to put in to us for a little space, and then taking the benefit of the tide, he bore up again to seaward, and by night got clear of Bembridge Point. His putting in here was surely a special act of Providence, though it was contrary to his intent; for that the Council of State had sent letters to him, which came here an hour before night, and so were instantly sent to him, and the boat was within a league of them by night, in our sight; the wind yet favours not his purpose, but continues almost south-west; and yet he is resolved not to anchor, but to tide it westward higher, where I hope God will make him instrumental for His praise, as he hath formerly been in those parts. Pirates much infest these parts, especially one of six guns which chased a vessel off Plymouth, which hardly escaped.

273. *July 22,* 1652.—*THE COUNCIL OF STATE TO*  
*Aug. 1*  
*THE NAVY COMMISSIONERS*

[S.P. Dom. xxiv. 84.]

Gentlemen,—We yesterday received a letter from you with an enclosed account of the present state of the victualling of the fleet, and have this day had the enclosed from the victuallers of the navy concerning the same business: upon perusal whereof you will see how differently that affair is represented to the Council; for regulating of which we desire you to send for the victuallers, and upon conference with them to examine and adjust the



difference and represent the true condition thereof to the Council, which we desire you to do this afternoon, that (having the true state of their victualling before us) such further directions may be given in that particular as shall be thought necessary.

Signed in the name and by order of the Council of State appointed by authority of Parliament.

DENIS BOND, President.

Whitehall, 22 July, 1652.

274. <sup>July 22</sup><sub>Aug. 1</sub>, 1652.—*THE VICTUALLING OFFICERS  
TO THE COUNCIL OF STATE*

[S.P. Dom. xxiv. 85. Enclosed in No. 273.]

Right Honourable,—We had intimation from the Commissioners of the Navy that your Honours have declared for 829 men's victuals for 6 months more than formerly was declared for, and having perused the state of our deliveries in the ports of London, Chatham, Plymouth, and other extra ports, according as it hath been certified to your Honours by the Commissioners of the Navy, we find that there hath been delivered already, by way of supply for the summer service, more than hath been declared for 943 men, six months in several ports, for the which we have neither declaration nor contracts, and therefore, unless your Honours pleaseth to consider how to give us satisfaction for what is already delivered by us, the present declaration will not supply the present issues; and if other ships be appointed for sea, as we understand divers are at London, Dover, Plymouth, and Falmouth, we cannot be in a readiness to comply with your further occasions without a large declaration and contract, the which we thought it our duty to signify, that your Honours



might not be surprised, nor your occasion at sea disappointed, and thereby endeavour to approve ourselves

Your humble servants, &c.

Victualling Office, July 22, 1652.

*Postscript.*—If it please your Honours to declare only for the 829 men 6 months, as is already signified, and further resolve us, because this service is so much uncertain in regard of the coming in of ships beyond expectation for provisions, that what we shall be necessitated to issue out in each port beyond your Honours' declarations until the commencement of the winter service, that we shall be paid for the same, according as we are paid for the present supernumeraries declared for, we shall cheerfully proceed to issue forth our victuals without any further trouble to your Honours.

275. <sup>July 22</sup><sub>Aug. 1,</sub> 1652.—*THE DEPUTIES OF THE BOARDS OF ADMIRALTY TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—The deputies from the several Boards of Admiralty present on this occasion, having seen the resolutions of your H.M., dated respectively July  $\frac{9}{19}$ ,  $\frac{13}{23}$ ,  $\frac{14}{24}$ ,  $\frac{15}{25}$ , and  $\frac{17}{27}$ , in which resolutions your H.M. require of us our advice as to the employment of the fleet of ships now assembling off the Wielings, with the object of freeing the Straits and the Channel from the enemy, and especially with regard to the drawing up of instructions for the commanders of the afore-said fleet, the said deputies submit to your H.M. that—whereas the said commanders ought to be able to get full information as to the position of the

enemy, and the approach of the expected Silver Fleet from Cadiz, by speaking all vessels coming from the westward and passing up the Channel, and also by correspondence with the Consuls of your H.M.—the entire direction of the fleet should be given over and entrusted to the said commanders, to inflict the utmost damage on the enemy on all occasions, from this time forth, keeping special watch for the said Silver Fleet, being always on the alert to meet it, and to convoy it hither in safety. To the which end the said captains should receive copies of the resolution passed by your H.M. on July  $\frac{17}{27}$  as a notification to the same Silver Fleet,<sup>1</sup> and sent to the Consuls of your H.M. in Cadiz, Seville, and Malaga. Further, they are to give all possible assistance to all merchantmen bound to or from the West and passing up the Channel, and to defend them against the enemy. The said captains are to bear themselves in these and all other circumstances that may arise as good seamanship and military discipline require, as they shall answer for the same on their return.

Drawn up by the undersigned, this Aug. 1, 1652.

C. DE WITT.

JAN VAN NECK.

C. T. LEEUWSWELT.

CORNELIS BACKER.

L. DE PAUW.

JAN STEENGRACHT.

M. B. VAN D. BROECK.

GHYSB. DE WICKERSLOOT.

P. VAN WAVEREN.

276. *July 23*  
*Aug. 2*, 1652.—ORDERS OF THE COUNCIL OF  
STATE

[R.O., Interr. I, 30, pp. 68, 69, 71–73.]

That Captain Limbery and partners shall have liberty to set out their ship called the Hector, being

<sup>1</sup> See No. 260.

of 110 tons burthen, carrying 14 guns and 55 men, whereof Captain Henrie Greene is commander, as a man-of-war, against the enemies of this Commonwealth.

That an instruction be drawn up, giving authority to all vessels whose owners shall desire it, though under the burthen of 200 tons, to go out as men-of-war against the enemies of this Commonwealth.

That letters be written to Sir G. Ayscue to give him an account of what Dutch ships are in the Channel, and this letter to be sent to Portsmouth, Weymouth, and Plymouth, which are to be sent unto him by the post.

That Mr. Thurloe do prepare the form of an oath, to be offered to the Parliament, to be given to such persons as shall be employed in the sale of the Dutch prizes.

That the several Dutchmen who have been taken at sea, and brought into port, whose names are in a list annexed to a petition of Michael Johnson, have liberty given unto them to go home, and that they have each of them contained in that list (being 79 in number) the sum of five shillings given unto them towards the bearing of their charges, which is to be paid to <sup>1</sup> for their use out of the exigent moneys of the Council.

That it be declared to the victuallers of the fleet, that from henceforth what provisions they shall deliver to the fleet upon special warrant, over and above what are already declared for, they shall be paid for the same according to the rates for which they have been already contracted with.

Whereas the Council in pursuance of an order of Parliament in that behalf, dated the 9th instant,

<sup>1</sup> Blank in original.



have taken into consideration the disposing of the ships which have been lately taken from the Dutch, and the goods and other things thereto belonging, are of opinion that the said ships and goods ought to be duly proceeded against in the Court of Admiralty, and there to be adjudged for lawful prize, towards satisfaction of the damages this Commonwealth hath sustained by the violences, miscarriages, and irregular proceedings of the Dutch ; and the judges of the Admiralty are hereby required to proceed therein accordingly, and that with all expedition.

Whereas, upon an appeal made by Dr. Walker, Advocate for the Commonwealth, from a decree or sentence in the Admiralty touching the ship *St. Anthony* and the goods therein, Dr. Walker hath certified that that cause stands concluded and ready for sentence ; but that the judges of the quorum being gone out of town, it cannot proceed without a Commission of Adjuncts, and that it hath often been used to grant Commissions of Adjuncts in causes ; and that that ship and goods are of a very great value, and will waste and perish if not speedily adjudged ; and that the interest of the Commonwealth is clear in the case, and especially now as affairs stand with the Dutch : It is ordered that Dr. Walker and the collectors of prize goods do attend the Lords Commissioners of the Great Seal, and that the Lords Commissioners of the Great Seal be desired to grant a Commission of Adjuncts to some fit persons as are now in town, to hear and determine the said matter forthwith and without delay.



277. *July 23*  
*Aug. 2*, 1652.—*ORDER OF THE COMMITTEE*  
*FOR FOREIGN AFFAIRS*

[S.P. Dom. xxiv. 87.]

At the Committee for Foreign Affairs.

That the judges of the Admiralty and Dr. Walker do send unto the Council their opinion upon the following questions :—

1. Whether upon former damages, and no demand made, letters of marque may now be granted.

2. Upon damages and depredations done since hostility broke out between the Commonwealths, letters of marque be grantable, and in such case, whether the ascertaining of wrong and liquidating of damage ought not to precede the granting of those commissions.

3. To consider upon what conditions commissions for private men-of-war may be granted, for the best service of the public, and the encouragement of the takers of those commissions.

278. *July 23*  
*Aug. 2*, 1652.—*EXTRACT FROM THE REGISTER*  
*OF RESOLUTIONS OF THE STATES-GENERAL*  
*OF THE UNITED NETHERLANDS*

[Archives of the Hague. Translated.]

We have received a dispatch from the Board of Admiralty of Amsterdam, dated from that place on July  $\frac{21}{31}$ , stating that, in accordance with a notice heretofore sent to their H.M., they hope by the end of the week to have in readiness the rest of the ships belonging to their Board, destined for the appointed rendezvous before or close to the Wielings, as well as two suitable ships which they have had fitted out to act as convoy to Spain, Portugal, and

the Mediterranean. This having come to the knowledge of the merchants of that place, a goodly number of the said merchants made a petition to them, begging that the merchantmen sailing to the parts aforesaid, already manned, might forthwith put to sea with the said men-of-war for the aforesaid rendezvous, in order that they might be convoyed with the first favourable wind through the Straits of Dover and through the Channel, past England, by these same ships and such others as may be ready at the aforesaid rendezvous, and that they may continue their voyage from that point onwards with the two above-mentioned men-of-war. They also asked that those remaining behind might cruise in the parts aforesaid against the coming of the ships expected on their return voyage from Spain, awaiting there also, at the same time, the arrival of Vice-Admiral de With with the 12 ships to be detached, as arranged, from Lieutenant-Admiral Tromp's fleet, and who, it is to be feared, will not have come in before they sail from the rendezvous.

Their Lordships have duly deliberated upon the foregoing, and have considered that the men-of-war with so great a number of merchantmen, if they sail in good order, could make their way down through the Straits of Dover and through the Channel, without any danger from the English, and also that the time is drawing near when the said merchant ships from Spain may be expected in the Channel, and that it is uncertain when to expect the coming of the above-mentioned Vice-Admiral de With, who has been diverted from his course by several encounters reported to have taken place with the English to the northwards (of which their H.M. will probably have been informed by dispatch), so that the said men-of-war might have to wait at the above-mentioned rendezvous to no purpose, and the approaching

ships be deprived of the convoy they are trusting to find on their entering the Channel. Upon these grounds their Lordships would have forthwith allowed the said men-of-war and merchantmen to sail accordingly for the appointed rendezvous, but as the orders of your H.M. were indispensably necessary for this proceeding, both with regard to their own ships and to those that might be within the jurisdiction of other Boards, their Lordships have resolved humbly to beseech their H.M. to issue the needful commands and instructions, and to order moreover a duplicate to be sent to them before the sailing of the said ships, for the information of their own and other captains who may be at the rendezvous, trusting that thereby the outgoing ships may be served, and those expected at the mouth of the Channel be protected, injury inflicted on the English, and great advantage gained by the merchants in general; which same expected ships would otherwise run great danger of falling into the hands of the English.

After deliberation on all these points, it was resolved and agreed that a letter should be written to the said Boards, ordering that the said men-of-war should repair first to the Wielings aforesaid, forming there a squadron to the number of 16 or 17 ships of war, which should then, in accordance with the resolution taken by their H.M. on July  $\frac{20}{30}$ ,<sup>1</sup> sail to the Straits of Dover and through the Channel, and cruise there, inflicting all possible injury on the English, which said resolution of their H.M. shall be sent therewith to the said Board and to other Boards of Admiralty for the information of their Lordships respectively, and also that they shall order all the merchantmen bound for the west, whose crews are completed, to assemble at the aforesaid

<sup>1</sup> See No. 269.



rendezvous before the Wielings, waiting there until the said squadron shall first have been formed, in order to have the advantage of their protection in making their way in safety along the Straits and down the Channel as aforesaid.

It is further resolved and agreed that a letter be written to the Board of Admiralty of Zeeland, that their Lordships shall not omit to put the aforesaid resolution of their H.M. of July  $\frac{20}{30}$  into execution.

279. *July 24,*  
*Aug. 3,* 1652.—*EXTRACT FROM THE REGISTER*  
*OF SECRET RESOLUTIONS OF THE STATES-*  
*GENERAL OF THE UNITED NETHERLANDS*

[Archives of the Hague. Translated.]

Their Lordships the Delegates from the Province of Holland, both extraordinary and ordinary, under instructions from the Lords to whom they are responsible, have proposed to this Assembly that an order shall be given that when the fleet of merchantmen, now lying in the Texel ready to sail for the west, shall come up with the body of men-of-war now assembled in the Wielings, either in the said Wielings or in the Channel (supposing the said men-of-war have already begun to sail down the coast), the men-of-war aforesaid shall join the said fleet of merchantmen and convoy them to the end of the Channel, acting in conjunction with the men-of-war of the Board of Admiralty of Amsterdam. They have also proposed that when this has been done, they shall all (with the exception of the two men-of-war ordered to sail to the Mediterranean) cruise in the Channel to watch for and join the ships that are expected from Spain and other quarters in the west aforesaid, and to bring them in



here again ; and that to this end the said fleet of merchantmen shall be ordered to sail first to the Wielings aforesaid to ascertain whether the said body of men-of-war is still lying there, and, if not, then to look out for them either in the Channel or on the coast as aforesaid. After considering this proposal, it was resolved and agreed that a letter be written again to the Board of Admiralty in Zeeland requiring their Lordships to carry out as speedily as may be the resolution passed by their H.M. on July  $\frac{20}{30}$ , and in accordance therewith, as soon as a body of sixteen or seventeen ships of war shall have assembled at the rendezvous before or about the Wielings aforesaid, to send them to cruise in the Channel, and together and in company with the said men-of-war of the Board of Admiralty of Amsterdam to convoy the fleet of merchantmen, now lying ready to sail in the Texel and other harbours of these provinces, to the end of the Channel aforesaid. This is to be done, whether the said merchantmen are able to come up with the men-of-war aforesaid at the rendezvous referred to before or near the Wielings, or whether they come up with the same on their cruise down the coast or in the Channel, to be convoyed from that point onwards towards their destinations by the two ships of war aforesaid belonging to the said Board of Admiralty of Amsterdam. It is, nevertheless, to be understood that if the said ships of war should happen to fall in with the aforesaid merchant fleet expected from Spain, in such case it will be the duty of the ships of war to convoy the said Spanish fleet in safety to these provinces, giving the said outward-bound merchantmen sailing westwards the convoy of the two ships aforesaid of the said Board of Admiralty of Amsterdam. An extract of these present resolutions of their H.M. shall also be sent to all the other Boards of Admiralty for their information.

280. <sup>July 26</sup><sub>Aug. 5</sub>, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 30, pp. 76, 78.]

That the Lord General be desired to give order for the having 200 men in readiness by Friday next, in order to be sent to the ship Sovereign and Antelope on Friday next.

That the Commissioners of the Navy be sent unto to cause barges to be in readiness at Whitehall Bridge<sup>1</sup> on Friday next.

That the commission formerly given to Hewett to be master of the ship Sovereign be vacated.

That [Thomas] Scott be appointed master of the ship Sovereign, and that a commission be granted to him accordingly.<sup>2</sup>

281. <sup>July 26</sup><sub>Aug. 5</sub>, 1652.—*THE COMMITTEE OF THE BOARD OF ADMIRALTY OF AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—Yesterday evening late, and early this morning, we having received from your H.M. dispatches bearing date of <sup>July 23, 24</sup><sub>Aug. 2, 3</sub>, we have resolved to write at once to the Board of Admiralty in Zeeland, and to give an account of the men-of-war under our jurisdiction now lying in the Texel, and also the instruction to appoint and send off the captains there commanding, as your H.M. will be pleased to see by the accompanying copies; all which we have resolved to communicate to your H.M. that we may be able to issue the orders that may be given by your H.M., according to changed circumstances, in course of time. Also, as in our

<sup>1</sup> Usually known as Whitehall Stairs.

<sup>2</sup> Granted on Aug. 10. R.O., Interr. I, 31, p. 44.

judgment the fire-ships which are lying in the Texel, together with the men-of-war, and are ready for sea, can do no service with the ships appointed to cruise in the Channel, we have ordered the commanders to sail at once to the flats of Rammekens and to await the order of the Board of Admiralty in Zeeland, in order that on the return of Lieutenant-Admiral Tromp, or of one of the Vice-Admirals, they may be employed on some other occasion in which they can do fruitful service. Your H.M., if you approve of this, may be pleased to send the necessary charge to the aforesaid Board of Admiralty in Zeeland, so that this matter may be expressly provided for ; as, in default of such orders, the aforesaid Board would not know what charge is given to the commanders of the fire-ships, which ought to agree with the intention of your H.M.

Herewith, &c.

In Amsterdam, Aug. 5, 1652.

282. <sup>July 26</sup><sub>Aug. 5</sub>, 1652.—*COPY OF A LETTER FROM THE BOARD OF ADMIRALTY OF AMSTERDAM TO THE BOARD OF ADMIRALTY IN ZEELAND*

[Archives of the Hague. Translated. Enclosed in No. 281.]

Noble and Honourable, &c.,—We have seen from their H.M.'s resolution of July  $\frac{20}{30}$ , sent to us in their dispatch of <sup>July 24</sup><sub>Aug. 3</sub>, as well as by certain resolutions taken by their H.M. on the same day and the day before, that your Honours are besought and authorised to collect the ships off the Wielings, and to cause them to weigh anchor and to betake themselves to the Channel to meet the ships expected from Spain, as soon as 16 or 17 shall be got together. Whereupon, on ripe deliberation and consideration that the aforesaid ships cannot pass



the Straits without danger in respect of the strength of the English in those parts, and that, in our judgment, the squadron ought to be more numerous to preserve the reputation of the State and the merchantmen who are to sail with them, we, taking account of their H.M.'s intention, and at the same time of the security of trade, could not but advertise your Honours that the men-of-war and merchantmen under the jurisdiction of our Board mentioned in the resolution of their H.M. of <sup>July 23</sup><sub>Aug. 2</sub>, as destined for the rendezvous off the Wielings, and afterwards for the Channel and the Mediterranean respectively, lie in the Texel ready to sail with the first fair wind, to the end that your Honours in preparing or sending off men-of-war to the rendezvous should take notice of this, that they may pass the Straits and Channel together with ours. Yet, if it should fall out otherwise from some unexpected reason that the men-of-war, when joined by the eight men-of-war which are to come from the Texel, should be found to be in sufficient number to be sent off by your Honours in order to lose no time, we beg your Honours in any case to let us have knowledge at the aforesaid rendezvous, by a yacht of war, of what has passed before the arrival of the ships, to serve for their information, in expectation of which we have drawn up their instructions. Further, we have also seen from the resolution of your H.M. of July  $\frac{21}{31}$ , received by us to-day, what was the charge given to your Honours about hiring a galliot, as well as about obtaining another from the Board of Admiralty of Rotterdam that they may cruise in the entrance to the Channel to look out for the ships expected from Spain, and to come either straight home or round [Scotland] as time served. Nor can we omit, at this conjuncture, to advise your Honours that, some weeks ago, before



the English fleet went into the north, we sent two galliots to the aforesaid place, with a communication from their H.M. to warn all ships of these provinces that they should go round [Scotland] in order to avoid the perils to which the passage of the Channel was exposed, so that your Honours, in sending off the galliot, may make known to the before-mentioned galliots, if they meet them in the district appointed to them, the later intention of their H.M. (which does not agree with the charge they received from us) in order that they may conform to it, and that the merchantmen may not receive contradictory advices and warnings from us and from you.

Relying on which, &c.

283. <sup>July 26</sup><sub>Aug. 5</sub>, 1652.—*INSTRUCTIONS BY THE BOARD OF ADMIRALTY OF AMSTERDAM TO THE CAPTAINS JAN GIDEONSEN VERBURCH, JAN ROETRINGH, JAN RICHEWYN, EMANUEL SALINGS, SIMON VAN DER AECKS, LUYCAS ALBERTSEN, ISAAK SWEERS, AND CLAES SAEL*<sup>1</sup>

[Archives of the Hague. Translated.]

I

First, the aforesaid captains are to acknowledge as their commodore Captain Jan Gideonsen Verburch, who is to hoist his [broad] pennant and be in command.

2

After this command has been acknowledged by the merchantmen who are to be convoyed by Captains Roetringh and Richewyn with the first fair

<sup>1</sup> Captains of the eight men-of-war about to leave the Texel to join Ruyter's fleet.

wind that God shall provide for them to go to sea, they shall sail, taking into their company the four fire-ships lying in the Texel, and make their course as best they can for the Wielings, where they will find other men-of-war of this State to which they shall join themselves, and place themselves under the command of him who is appointed thereto by commission from their H.M. the States-General, in order to pursue their voyage with the first opportunity through the Straits and the Channel to the cruising ground ordered by the before-mentioned commander in accordance with instructions from the Board of Admiralty in Zeeland on the part of their H.M. to look out for and to meet the ships expected from Spain, where the aforesaid Captains Roetringh and Richewyn, together with the merchantmen, shall leave them, according to special instructions placed in their hands.

## 3

Yet in the event of its falling out otherwise, and if the fleet, on its arrival at the aforesaid rendezvous at the Wielings, should find no men-of-war to join with, they are to give advice by a yacht of war, or in some other way, that these ships have already sailed, and that no reinforcements are to be expected. They are then to hold a council of war of all the captains and of the skippers of the merchantmen ready [for sea], and take a resolution how they can continue their voyage in good order and posture of defence through the Straits till they reach the Land's End, and there meeting with the men-of-war that have sailed before to look out for the ships returning from Spain, they are to join them and remain with them, except Captains Roetringh and Richewyn, who are to proceed with the merchantmen as was formerly stated.

## 4

But in case that the aforesaid men-of-war in passing through the Channel shall meet the ships returning from Spain, without having with them the men-of-war which sailed first, they are, with the exception of the two convoy-ships, to return together with the merchantmen from Spain, in order to convoy them home through the Straits.

## 5

Finally, the aforesaid captains shall together carefully attend to the service of the country and the comfort of the skippers, using seamanship and in every way carrying out the charge imposed on them without fail.

Done in the meeting of the Councillors of the Admiralty residing in Amsterdam on Aug. 5, 1652.

284. *July 27*  
*Aug. 6*, 1652.—*INSTRUCTIONS BY THE COUNCIL OF STATE FOR THE COMMISSIONERS, OR ANY TWO OR MORE OF THEM APPOINTED FOR THE DISPOSING OF THE GOODS TAKEN IN THE DUTCH SHIPS*

[S.P. Dom. I, 30, p. 81.]

1. You are forthwith by yourselves or sufficient deputies to take into your care and charge all such goods, merchandise, or commodities on board or laden in any ship or vessel belonging to any of the people of the United Provinces of the Low Countries, which have been, or shall be, taken by any of the ships of this Commonwealth, in the service of the State, and stayed in any ports of this



Commonwealth, by authority from the Council, and likewise all such ships and vessels, and the tackle, furniture, and apparel thereunto belonging.

2. You are to cause exact inventories to be made of the said goods, and the same to be appraised according to the true values thereof by three, or more, honest and able men, to be by you nominated for that purpose, which appraisers, together with yourselves, are to subscribe their names to the said inventories and appraisement, to be fairly entered into two several books for that purpose.

3. After such inventories and appraisements made, you shall cause the said goods to be sold by the candle for the best advantage of the Commonwealth, and not under the value such goods shall be praised at, and shall by the best ways and means you can prevent any embezzling of the said goods, or any part thereof, and all frauds and deceit to the prejudice of the Commonwealth in the inventorying, appraising, or selling of them or any part of them.

4. You shall upon every Monday in the afternoon cause to be presented to the Committee of the Admiralty a true and perfect account in writing of all such goods as have been by you sold, with the names of the buyers of them and the prices for which they shall be sold, and the money thereby arising you shall pay unto the Treasurer of the Navy, whose acquittances to you shall be a sufficient discharge for so much as shall be contained in such acquittances.

5. You shall retain to yourselves upon your account, for your care and pains herein, twopence per li. in the pound of the moneys which shall arise upon the sale of the said goods.

285. *July 28*  
*Aug. 7*, 1652.—*THE BOARD OF ADMIRALTY OF*  
*ZEELAND TO COMMODORE RUYTER*

[Archives of the Hague. Translated.]

Worshipful, Valiant, and Discreet Sir,— We send herewith our instrument, instructing your Worship to take the assembled ships to sea, in accordance with the resolution of their H.M.; and to the end that your Worship may not be in ignorance of the purposes of their H.M., we have thought good to send their resolutions<sup>1</sup> to your Worship for your Worship's information.

Herewith, &c.

Dated at Middelburg, Aug. 7, 1652.

286. *July 29*  
*Aug. 8*, 1652.—*ORDERS OF THE COUNCIL OF*  
*STATE*

[R.O., Interr. I, 30, pp. 91, 92.]

That the letter now read of intelligence out of Holland be translated, and a copy of it sent to Sir George Ayscue by the next post.

That it be left to Captain Reed to make choice of some honest and able minister to go to sea with him as minister to the ship Sovereign.

That it be referred to the Committee of the Admiralty to consider of a fit allowance to be given to such person as shall be employed as minister to the ship Sovereign and to report their opinions to the Council.

That a letter be written to the Committee of the Navy to desire them to give order for the

<sup>1</sup> No 279.

advance of money for the fitting of a chirurgion's chest for the ship *Sovereign*.

That Captain Reed do keep a constant guard upon the entrance into the ship *Sovereign*, and take an account of all persons who pass in and out of the ship.

That the persons appointed to be lieutenant and master of the ship *Sovereign* be required immediately to repair aboard the said ship and exercise their charge there.

287. *July 29*  
*Aug. 8*, 1652.—*A LETTER FROM SIR GEORGE AYSCUE'S FLEET, RIDING OFF PLYMOUTH, JULY 29*

[Printed in *Mercurius Politicus*, p. 1783. B.M. Press Mark E, 673, 7.]

Since our being at the Spithead we have lost no opportunity to ply to the westward. We have not yet had any intelligence of any Dutch men-of-war near the Channel; but from Nantes we are informed of one newly come from thence, that five men-of-war and three fire-ships went thence to join with the rest of the French fleet at Brest, and other men-of-war also to the same end from St. Malo; which it is conceived will make the fleet at Brest above 40 sail. What their design may be is unknown, but we hear that Sir George Carteret is to be Vice-Admiral to that fleet, and that Rupert is not yet there, but daily expected.

288. *July 30*  
*Aug. 9*, 1652.—*ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 31, p. 1.]

That it be referred to the Committee of the Admiralty to confer with a certain person who



propounds the making of pitch and tar out of the fir timber in Scotland, and to report to the Council their opinions concerning that business after they have had conference with him.

289. *July 30,*  
*Aug. 9,* 1652.—*A LETTER FROM SIR GEORGE*  
*AYSCUE'S FLEET*

[Printed in *Mercurius Politicus*, p. 1783. B.M. Press  
Mark E, 673, 7.]

This day we saw five sail off at sea, which some of our fleet chasing, found them to be the five East India ships which were expected, viz., the Eagle, the Aleppo Merchant, the Ann Cleer, the Welcome frigate, and the Recovery, who are gone in for Plymouth.

290. *July 30,*  
*Aug. 9,* 1652.—*EXTRACT FROM THE REGISTER*  
*OF RESOLUTIONS OF THE STATES-GENERAL*  
*OF THE UNITED NETHERLANDS*

[Archives of the Hague. Translated.]

After due consideration, it has been resolved and agreed, that letters shall be written to the Board of Admiralty of Zeeland, and to the Commander of the Fleet before the Wielings, charging them respectively to report to their H.M. from time to time how many ships of war and fire-ships have arrived at the appointed rendezvous before or near the Wielings, and how matters are proceeding there and elsewhere.<sup>1</sup>

<sup>1</sup> Enclosed in an order to Commodore Ruyter to carry out the resolution.

291. [*July 31*  
*Aug. 10*<sup>1</sup>] 1652.—*SIR GEORGE AYSCUE TO THE SPEAKER*

[Printed in *A Perfect Diurnal*, p. 2065. B.M. Press Mark E, 796, 15.]

Sir,—I am come with your fleet as far to the westward as Plymouth ; off from which place I did yesterday meet with our East India fleet, being five sail. I have seen them safe into Plymouth, and am now starting off to sea again, &c.

Sir, your most humble and obedient servant,  
GEO. AYSCUE.

292. [*July 31*  
*Aug. 10*<sup>1</sup>] 1652.—*THE BOARD OF ADMIRALTY OF AMSTERDAM TO CAPTAIN JAN GIDEONSEN VERBURCH*

[*Archives of the Hague.* Translated.]

It is provided in your instructions, if you fall in with the ships returning from Spain in the Channel, that you and the men-of-war under your command shall leave the outward-bound fleet, and return to this country in company with the said Spanish traders ; nevertheless, as we have since been informed that the above-mentioned fleet, expected from Spain, will probably arrive in detachments, for reasons connected with the lading, which could not be put on board all the ships at once, and also on account of storms and bad weather that may overtake them on the voyage ; we have therefore, after consideration of the foregoing facts, resolved and agreed herewith to write to you in further explanation of your said instructions,<sup>1</sup> and to command you, on falling in with any of the aforesaid ships from Spain, to make careful inquiry of the masters as to how

<sup>1</sup> No. 283.

many ships belonging to these provinces are to be expected from Cadiz and St. Lucar, and what conjectures may be formed as to their arrival, with a view to collecting them together, so long as it is probable that there are any others to be expected. You are then to sail hither again with the whole of the ships, taking especial care that the masters that first come in do not misinform you, with a view to their own private advantage in order to get off the sooner, which might cause you to expose the others coming later to double risks. You are to conduct the outward-bound fleet to the Land's End, unless, as has been said, you fall in with the whole Spanish fleet before that time, and succeed in collecting it; otherwise you will choose the most convenient place off the Land's End to await the said ships, doing all you can meanwhile to protect the incoming merchantmen of this nation, and to damage those belonging to England; and if you find another commander at the rendezvous before the Wielings, you are to communicate this our dispatch to him, and lay it before the council of war for their information, &c.

Dated at Amsterdam,  $\frac{\text{July } 31^{\text{st}}}{\text{Aug. } 10^{\text{th}}}$ , 1652.

293. *August 1<sup>st</sup>, 1652.—APPOINTMENTS BY  
COMMODORE RUYTER*

Commodore M. Ad. Ruyter, having summoned the council of war on board by the usual signal, it has been unanimously resolved to divide the main squadron into three squadrons; we have therefore decided to appoint Rear-Admiral Captain Joris Pietersen van den Broucke, serving under the Friesland Board, Vice-Commodore; and in his place as Rear-Commodore, to appoint Captain Jan



Arentsen Verhaeff, serving under the Rotterdam Board; and we command all officers, soldiers, and sailors to acknowledge them in their respective ranks, and to obey them, omitting no part of these orders, till further instructions.

Done on board the ship Neptune, off Ostend, August 11, 1652.

294. *August 11, 1652.—INSTRUCTIONS FROM COMMODORE RUYTER TO CAPTAIN DEN OVEN*

[Archives of the Hague. Copy. Translated.]

Commodore Ar. Jansen den Oven is to remain at his rendezvous in accordance with the instructions of their H.M., their Lordships the States of Holland and Zeeland, and also those given him by Admiral Tromp, to remain before the Wielings [on the look out for] ships coming from the Texel and the Maes, or others that may belong to the fleet under Commodore M. Ad. Ruyter, and to send such ships as quickly as possible to Commodore Ruyter, informing them where the rendezvous is appointed. The first rendezvous appointed is between Dungeness and Dover, and off Calais, in the Straits of Dover; the second rendezvous shall be about the longitude of Seine Head;<sup>1</sup> and if it chance that four or five days elapse before the ships come from Texel, our rendezvous then will be between the Casquets<sup>2</sup> and Portland, and our final rendezvous between Ushant and the Scilly Isles.

M. AD. RUYTER.

Done on board the ship Neptune, lying off Ostend, [Aug.<sup>3</sup>]  
11, 1652.

<sup>1</sup> 'Synod.'

<sup>2</sup> Kiscassen.

<sup>3</sup> 'May' in the copy in the Archives of the Hague.

295. August 11, 1652. — COMMODORE RUYTER TO  
THE BOARD OF ADMIRALTY OF ZEELAND

[Archives of the Hague. Translated.]

My Lords,—When we came up with the squadron before Ostend in the afternoon of <sup>July 31</sup><sub>Aug. 10</sub> we found there 17 ships, two of which are fire-ships, and 15 men-of-war. Of these, Captain den Oven is to remain at the said rendezvous till further orders, so that there are with us 20 men-of-war including his and 4 fire-ships. Truly, my Lords, justice should be done on the rascals who, by fair means or foul, leave the fleet and sail home, like the two fire-ships that have just come into Zeeland. We have not yet had information as regards the fleet from the Texel, and we propose to sail along the coast immediately, waiting there a day or two longer, and then to sail westward without delay. I wish that the ships were all together, so that we might avoid all danger; for when we leave for the west the Texel fleet will run great risks, so that I am in great anxiety as to what I ought to do. Meanwhile the wind is favourable for our sailing westwards. We have appointed our first rendezvous off Dungeness. There we shall wait two days, and if we do not hear of the ships shall then make sail to the north-west, in accordance with the resolution of their H.M.; and with God's help will do our whole duty in the service of our country.

MICHIEL AD. RUYTER.

Done on board the ship Neptune, lying off Ostend Aug. 11  
1652.

[*Postscript.*]—Captain Jan Pol, of Flushing, has just come in, who [spoke] a ship from Middelburg, commanded by Loureys de Vos, off the Dunkirk Sands;

and her captain reported that on <sup>July 30</sup><sub>Aug. 9</sub> he had been with 45 English ships off the Isle of Wight, lying a good three hours alongside the Admiral's ship; and he observed that the Admiral carried 60 guns and the Vice-Admiral 50, and they had ten other capital ships with them, the rest being ordinary ships, and that there were some quite small ones stationed off Dungeness. A fly-boat has just come in to us from Rotterdam, Jan Jansen van der Valck master; but we get no ships from the Texel. As soon as we are joined by the fleet from the Texel we shall make all speed to sail through the Channel. Therefore please do all that can be done to give us every assistance. If we had the said ships with us we should be in a position to attack the enemy, so that my Lords may see exactly how we are placed. We are at this moment making sail for the Straits, and shall remain there until we receive a further resolution.

Done as above.

296. *August 1<sup>2</sup>, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 31, pp. 6-8.]

That the several small vessels which have been set out to sea by the Mayors and Governors of the ports and towns in the west for the giving notice to merchants' ships homewards bound to look to their own safety be now discharged (except the two sent from London), and that they be written unto to send up to the Council an account of the charge, that payment of it may be made.

That a letter be written to Sir George Ayscue, leaving it unto him for the season of convoying to



Portsmouth the East India and other merchants' ships now in Plymouth.

That the officers of the Ordnance be sent unto to take a view of all such guns as have been taken in the Dutch prizes, and thereupon to certify to the Council with all speed which of them are fit to be reserved to the use of the Commonwealth.

That power be given to the Commissioners for sale of Dutch prizes to make sale of any of the Dutch ships together with their tackle and furniture, as well as of the goods taken in them, provided that the guns and ammunition taken in the said vessels be not put to sale with the said ships.

That Thomas Stevens be dispensed with from being employed as lieutenant to the ship Sovereign.

297. *August 1<sup>2</sup>, 1652.—COMMODORE RUYTER TO C. DE GLARSYES, AGENT OF THEIR H.M. AT CALAIS*

[Archives of the Hague. Copy. Translated.]

Sir,—We have just arrived here with a fleet belonging to their H.M. the States-General, under the command of myself, M. Ad. Ruyter of Flushing. I have with me twenty-two ships of war and six fire-ships, and am expecting 17 or 18 more ships to-morrow, intending, when we are all assembled, to make a sharp attack on our new English enemies, in whatsoever quarter we may chance to find them. I therefore earnestly beg your Honour, if there are any sailors in the place willing to take service on this expedition, were it only, say, forty to fifty men, to send them to us. Their monthly pay would be 15, 16, or 17 guilders, according to their usefulness in our service. And with a view to

managing it with all possible speed, I beg you to send those you may have engaged to Grisnez, for we purpose to sail with this tide, and to remain off Grisnez for one, two, or three days. If, Sir, you have any information, and the opportunity, I wish you would do us the honour to pay us a visit. If this is to be, let me know ; if not, please reply to this, and convey my most affectionate greetings to the Governor. We unite in sending the same to your Honour, and to your Honour's wife, and all your Honour's family and friends. We fell in to-day at this place with two Ostend vessels,<sup>1</sup> coming from London, each with 60 Dutchmen<sup>2</sup> on board, both the master and the crew, who had been taken by the English, and some of them have already taken service with us, and I understand there are some more Dutchmen there, who, I hope, will enlist in our fleet.

Your Honour's faithful friend, &c.

Lying off Calais.

298. *August 1<sup>2</sup>, 1652.—COMMODORE RUYTER'S  
INSTRUCTIONS TO A CONVOY*

[Archives of the Hague. Translated.]

Commodore M. Ad. Ruyter herewith orders Captain Bouckhorst, Captain den Haen, and [Captain] Jongeboer, commanding the ship of Captain Nes, to accompany the skipper, Huyge Jans, of Flushing, as far as the Somme, doing all in their power to convoy him and his ship in safety ; and,

<sup>1</sup> 'Suyen,' but in his log Ruyter spells the word 'Suygen.' Mr. de Villiers suggests that this is a form of 'Tuigen' for 'Vaartuigen,' meaning vessels of any size smaller than a ship.

<sup>2</sup> 'Duitze,' which at present means 'Germans.' Ruyter, however, speaks of them in his log (p. 190) as coming from Flushing, so that Dutchmen must be meant.

having accomplished this, to return as quickly as possible to our fleet, which they will find off Cape Grisnez, without neglecting any part of these instructions.

Done on board the ship Neptune, lying off Calais, the 12th August, 1652.

299. *August 1<sup>3</sup>, 1652.—ORDER OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 31, p. 19.]

The Council having appointed that the ship Peter, of Rotterdam, being one of the Dutch prizes, should be fitted out as a man-of-war in the service of the Commonwealth; and being informed that the lading with which she was taken remains still aboard, whereby nothing can be done in order to that service, it is therefore ordered that the Commissioners for sale of the Dutch prizes do forthwith take order for unlading the said ship and clearing her from all the said goods, that there may be no further delay in setting forth the said ship according to former order.

300. *August 1<sup>3</sup>, 1652.—INSTRUCTIONS FROM COM-  
MODORE RUYTER TO CAPTAIN VAN  
DER PAR AS COMMODORE, CAPTAIN JAN  
EGBERTSEN, JAN JANSEN VEREYCKS, COM-  
MANDING CAPTAIN CLAES' SHIP*

[Archives of the Hague. Copy. Translated.]

Commodore Michiel Adrian Ruyter herewith commands Captain Rombout van der Par as commodore, Captain Jan Egbertsen, and the commander of Captain Claes Jansen Sanger's ship, to get under



sail forthwith, and to sail halfway across the Channel between Dover and Calais, and then to cruise on the look-out for the ships expected from Texel, and as soon as they perceive them they shall make signal by firing a gun from time to time, and bring us back tidings thereof, returning again to the fleet in the evening. And if they happen to sight any English ships which seem to them too strong, they shall fly the pennant from the top-mast, and fire a gun from time to time as they go.

M. AD. RUYTER.<sup>1</sup>

Done on board the ship Neptune, lying under Grisnez, Aug. 13, 1652.

301. *August 13, 1652.—ORDERS BY COMMODORE RUYTER TO THE CAPTAINS OF THE FIRE SHIPS*

[Archives of the Hague. Translated.]

Commodore M. Ad. Ruyter orders and commands Cornelis Beecke, captain of the *Goude Saele*<sup>2</sup> fire-ship, of Amsterdam, to keep his ship and crew with the Commodore's squadron, and to hold himself always in readiness, on approaching the enemy, to do his utmost to get alongside some one of the largest of the enemy's ships and to set her on fire; and, like a good captain, having commenced such an undertaking, to do all in his power to carry it through; and if he should not succeed, shall

<sup>1</sup> An exactly similar order was given on Aug. 14 to Captain Mangelaer, as commodore, Captain van Velsen, and Captain Aldert Pietersen Quaboer, and another to Captain Bancken as commodore, with Captains Cuyper and Jan Jansen van der Valck, to get under sail early in the morning of the 15th and to act as above, returning in the evening to the rendezvous in the straits about Dungeness.

<sup>2</sup> The Golden Hall.

assist his squadron by doing all the mischief he can to the enemy, using all his knowledge of war by land and sea, so that he neglect no part of these instructions.

M. ADR. RUYTER.

Done on board the ship Neptune, lying under Grisnez, Aug. 13, 1652.

The following captains of fire-ships received orders as above :—

Jan Claessen Corff, fire-ship St. Maria, in the Commodore's squadron.

In the Vice-Commodore's squadron :—

Thomas Jansen Dyck, the Hoope<sup>1</sup> fire-ship.

Jan Overbeecke, fire-ship Amsterdam.

In the Rear-Commodore's squadron :—

Jacob Hermann Visser, fire-ship Gecroonde Liefde.<sup>2</sup>

Leendert Arentsen de Jager, fire-ship the Oranienboom.<sup>3</sup>

302. *August 14, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 31, pp. 21, 23.]

That it be referred to the Committee of the Admiralty to consider of the speedy setting forth of the ship London, and also of some fit person to be made captain of the said ship, and to report their opinions herein to the Council on Friday next in the afternoon.

That a letter be written to the Mayors of the

<sup>1</sup> The Hope.    <sup>2</sup> The Crowned Love.    <sup>3</sup> The Orange Tree.  
II. F

town[s] of Lynn, Yarmouth, Ipswich, and Harwich to impress the proportions of men mentioned in the margin and order them to repair to the Commissioners of the Navy at London in order to be disposed to ships for the public service.

That a letter be written to Sir George Ayscue to acquaint him with what intelligence hath been sent to the Council both in reference to General Blake and of the coming of some Dutch ships towards him.

That a letter be written to the Mayor[s] of Milton, Rye, and Hastings to let them know that several men have been pressed from those places for the public service, a list of whose names is here enclosed, but have not all appeared, or if they have did run away and did not continue in the service, to desire them to cause examinations to be taken of and concerning those persons; and them to be proceeded against for their offences according to law.

303. *August*  $\frac{4}{14}$ , 1652.—*A LETTER FROM COPENHAGEN*

[Printed in *Mercurius Politicus*, p. 1857. B.M. Press Mark E, 674, 32.]

The English merchants, not conceiving themselves secure at Elsinore, having intelligence that the Hollanders had a design upon them, joined in a petition to his Majesty of Denmark to receive them into this haven, within his bulwark, under his protection, which was immediately granted, and the Admiral presently sent down, and went from ship to ship, bidding them bring in all their ships and welcome.

That same night 14 English ships came away out of the Road of Elsinore, leaving some of their



countrymen behind them, as Mr. Drew, of Hull, Mr. Harrison, of London, laden with hemp, from Riga, about 100 lasts apiece, and John Brown, of North Yarmouth, in a ketch, with about 30 lasts of tar. These were assaulted by a Holland man-of-war that night, who followed Mr. Drew as near as he durst, and so Drew anchored close by the shore under the castle, whereupon the man-of-war left him; and the next morning he took Mr. Harrison and the ketch, neither of them having any defence, and brought them up half-way to this city, and then towards night sent them away as prizes, himself sailing into the Baltic seas; but as his 7 prizes were b[r]ought back by Elsinore, Mr. Drew weighing anchor, and standing out after them, very handsomely recovered Mr. Harrison's ship, but could not bring off the ketch too.

Next day this Holland freebooter returned back out of the Baltic, and brought with him one Mr. Logging, of Hull, a ship of 8 guns, which he sent away with the ketch, along with the Holland's fleet of merchantmen. Now the freebooter resolved to have another bout with Mr. Drew and Mr. Harrison, whom he forced ashore, and boarded them in the night with his boats. Next day, by order of the King, the castle defended them, and shot the freebooter through and through, forcing them to stand over on the other side, at Helsingborg,<sup>1</sup> where it is said he buried eleven of his men, and in the night went away.

There were 12 sail of Hollanders, men-of-war, designed to come up the Cattegat,<sup>2</sup> and 6 more to come through the Belt, to have hemmed in the English merchants, and sink or burn them; but their plot being spoiled, they were content only to convoy home their own fleet of merchantmen, and

<sup>1</sup> Printed Elsenburg.

<sup>2</sup> Printed Gattigat.

with them the English ship and ketch that were taken by the freebooter. Yesterday morning there arrived here an ambassador from Holland, and the report is that there is another bound for Sweden.

304. *August  $\frac{4}{14}$ , 1652.—COMMODORE RUYTER TO THE BOARD OF ADMIRALTY IN ZEELAND*

[Archives of the Hague. Translated.]

My Lords,—Since there has been no opportunity of writing to your Lordships since the  $\frac{31st\ July}{10th\ Aug.}$  by Captain den Oven, this is to report that on the morning of the  $\frac{2nd}{12th}$  we spoke two vessels<sup>1</sup> off the Flemish sands, coming from London with prisoners, that informed us where the English fleet is and what is their strength. They are lying between the Isle of Wight and Portland, with 45 sail, 12 of which are capital ships, 2 of 60 guns, and 8 carrying from 36 to 40 guns; but five of these forty-five are fire-ships, so that there are altogether 40 men-of-war. We are here off Calais and under Grisnez, the wind blowing strong from the N.N.E. and at night N.E. We keep a squadron meanwhile between Dover and the Cliff (we should be cruising with the whole fleet, but the fire-ships are not fit for it, and are very leaky) to keep a lookout for the merchantmen and the ships of war from the Texel, in accordance with the orders of their H.M.; for if I were to sail westward from this place without reinforcements, we should run great risk, seeing that I have only 23 men-of-war and 6 fire-ships (and your Lordships know the condition of the men-of-war perfectly well), so that we certainly need reinforcements before we could attack the enemy. On the  $\frac{3rd}{13th}$  instant a ship came in to us

<sup>1</sup> Suyen. See p. 62, note 1.

from the Texel—the Castle of Medemblik<sup>1</sup>—reporting that the ships were to sail from the Texel on Monday, the <sup>2nd</sup>/<sub>12th</sub>, or the next day, which God grant. I wish most heartily we had them with us, that we might together do our country good service. And if the ships are not ready, I beg your Lordships will be pleased to use every effort to send us reinforcements.

Your Lordship's humble servant,

M. AD. RUYTER.

Done on board the ship Neptune, lying under Grisnez,  
Aug. 14, 1652.

305. *August 1<sup>5</sup>/<sub>5</sub>, 1652.—PARLIAMENTARY  
PROCEEDINGS*

[C.J. vii. 161.]

Mr. Scott reports from the Council of State a letter from General Blake, from aboard the Resolution, the 30th day of July, 1652, seventeen leagues off the Red Head,<sup>2</sup> which was this day read. . . .

Ordered, That it be referred back to the Council of State, upon the whole debate, to take into consideration this business, and give such directions, both in reference to Van Tromp's fleet, or otherwise, as they shall judge most advantageous for the Commonwealth.

306. *August 1<sup>5</sup>/<sub>5</sub>, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 31, pp. 25–27.]

That the letter from General Blake to the Council received this morning be humbly presented to the Parliament by Mr. Scott.

<sup>1</sup> 'Memeleck,' but Ruyter's spelling of proper names is often abnormal.

<sup>2</sup> Between Montrose and Arbroath.



That a letter be written to Sir G. Ayscue to enclose to him the letter of General Blake, to let him know the Council are of opinion that General Blake knew not of what ships of the enemy were moving towards him ; to desire him, therefore, to observe such orders and directions as have been already given unto him, either from the Parliament or Council, until he shall receive further orders.

That it be referred to the Committee of the Admiralty to acquaint the victuallers of the navy that they are to give order that as soon as General Blake shall come upon the shore of Yorkshire, or into the seas thereabouts, that he may be speedily supplied with such provisions as are to be had from those parts, the Council being informed that 500 men's provisions are in readiness at Hull.

That it be referred to the Committee of the Admiralty to confer with the Commissioners and victuallers of the Navy concerning the making of provisions of victuals in the northern ports for the fleet under the command of General Blake.

That a letter be written to General Blake to consider what ships in the fleet are unfit for present service, and such as he finds unfit to take the victuals out of those ships, and put them on board the rest of the fleet, and send in those ships into port ; and to set on shore upon the maritime coasts the Dutch prisoners he hath taken in several places, in such proportion as he thinks fit, writing his letters to the several sheriffs to make provision for them until the Council shall give other order, and that the Council will take care for reimbursing the money laid out by the sheriffs.

307. August 1<sup>5</sup>, 1652.—*THE DEPUTIES OF THE  
BOARDS OF ADMIRALTY TO THE STATES-  
GENERAL*

[Archives of the Hague. Copy. Translated.]

High and Mighty Lords,—The members of the Committee of the Boards of Admiralty being present (those of the North Quarter being absent)—having seen the resolution of your H.M. of yesterday forenoon, together with the dispatch of Lieutenant-Admiral Tromp of <sup>July 30</sup>/<sub>Aug. 9</sub>, together with a resolution taken by your H.M. upon the aforesaid dispatch late yesterday evening, as well as a draft of a further clause to be annexed to the above-mentioned resolution—have ripely examined all these, and request your H.M. to alter or add to the proposed clause which has been drawn up by the Committee, and which they hold to be necessary for the service of the country. And, besides, according to our advice on the aforesaid draft, it should be drawn up in this way, that your H.M. be pleased to write to the Board of Admiralty in Zeeland that if they have no tidings of the return of Admiral Blake with his fleet to the Downs, they shall at once, and without losing time, send into the Channel the nine Amsterdam ships of war now come into the Wielings, that they may reach De Ruyter's fleet. When the two fleets are joined they are to look out for the Silver Fleet expected from Spain, leaving it to the choice of the merchantmen with the aforesaid nine ships to go under their convoy or to stay, sending off one or two quick-sailing galliots to get information on all sides of approaching danger. If they receive news of the return of the English fleet to the Downs, the Committee judge it altogether inexpedient that the aforesaid nine ships of Amsterdam should proceed

further, and advise that they should remain in the Wielings till further orders from your H.M. Further, if information be received that Blake's fleet has arrived in the Downs or any neighbouring harbour, the Committee thinks it undesirable that Ruyter's fleet should be recalled, and the Silver Fleet, which is expected in a few days, should be abandoned after assurance of protection has been given to it ; he must run down Channel to look for that fleet, it being left to his own good seamanship, in accordance with the information sent him, as far as is possible, from time to time, in order to accompany the Silver Fleet back through the Channel, or to come round by the back of England.

Drawn up by the undersigned on the 15th August, 1652.

C. DE WITT.

M. P. VAN DEN BROECK.

CORNELIS BACKER.

C. J. LEEUSVELT.

F. VAN WAVEREN.

GHYSB. DE WYCKERSLOOT.

308. *August 15<sup>th</sup>, 1652.—ORDERS BY COMMODORE RUYTER TO MASTERS FRANS ROYS AND JAN VAN ACKEN*

[Archives of the Hague. Copy. Translated.]

Commodore M. Ad. Ruyter,—Herewith commands Master Frans Roys, whenever our fleet comes up with the enemy, if any of our ships (which God forbid) chance to sink or catch fire from their shot, to do all in his power to give them assistance to save the crew as far as possible ; and if the Commander requires to speak with any of the ships or galliots, he will make a signal by flying a red jack on the flagstaff.

M. AD. RUYTER.

Done on board the ship Neptune, the 15th August, 1652.



309. *August 16, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 31, pp. 29, 30, 32.]

That the letter prepared to be sent to General Blake, and now read, be forthwith sent unto him by the way of Hull, and duplicates by the way of Scarborough and Yarmouth.

That Mr. Thomas Challoner and Mr. Corbet be desired to go presently to the Committee of the Navy to speak with them concerning paying unto the victuallers the sum mentioned in the paper delivered in unto the Council, and that they press them thereunto from the necessity of the present affairs.

That it be referred to the Committee of the Admiralty to consider of Captain Ellis and Captain Jacobson which of them, or any other, may be the fittest person to be captain of the ship London now taken into the State's service, and Mr. Coytmor to inquire and inform the Committee for the Admiralty touching their merit.

That commissions for private men-of-war shall be given to the persons in Scotland that desire the same, and blank commissions, to be sent down to the Governor of Leith for that purpose, to be prepared here by the judges of the Admiralty, with this clause in, that they shall be subject to such orders, limitations, and directions as the Parliament or Council shall appoint in the like cases.

That it be referred to the Committee of the Admiralty to speak with the Commissioners of the Navy and victuallers concerning providing of 12,000 men's victuals for one month, and to give such directions for the furnishing thereof and into what ports to dispose the same as they shall judge for the good of the present service.

310. *August 16, 1652.—THE COUNCIL OF STATE TO  
THE NAVY COMMISSIONERS*

[S.P. Dom. xxiv. 93.]

Gentlemen, — We having thought fit that a further proportion of victuals than what hath been already declared for should be speedily provided for twelve thousand men for one month for the service of the fleet, have ordered, that the one moiety thereof should be ready in port by the sixteenth of this instant, and the other by the six-and-twentieth of the same, and have written to the victuallers of the navy for making the said provision according to those times, which they have undertaken to do, upon the terms expressed in a paper herewith also sent unto you, whereupon we have advanced unto them fifteen thousand eight hundred twenty-six pounds sixteen shillings fivepence three farthings out of the Dutch prizes lately taken, the better to enable them to perform this service, and what is further to be done for drawing up the contract for the same in form, and perfecting of it in reference to the quality of the provisions, price, and such other things as you shall judge necessary to be done for the service of the State upon this occasion. We refer them unto you, and have likewise directed them to have the appointment of the ports to which it shall be sent and the quantity for each port from you, wherein you shall receive order and direction from the Committee of this Council for the Admiralty, whom you are for that purpose to attend upon Monday morning at eight o'clock, and for the better carrying on of this service and removing all obstructions that may happen. You are in this case to observe such directions and instructions as you have heretofore received from the Council concerning the victualling of the ships set out in the

State's service, which you are hereby authorised to put in execution.

Signed in the name and by order of the Council of State appointed by authority of Parliament.

DENIS BOND, President.

White Hall, 6th August, 1652.

311. *August 16, 1652.—THE VICTUALLING OFFICERS  
TO THE COUNCIL OF STATE*

[S.P. Dom. xxiv. 94.]

London Victualling Office, 6 Aug., 1652.

Right Honourable, — In pursuance of your Honour's orders about provisions to be provided for the further supply of the fleet that may ride between this and Hull, we have taken the same into our serious consideration and humbly propose as followeth. First, in general, that in case the State pleaseth but to enable us with money, we can from the several ports of London, Dover, Ipswich, Harwich, Yarmouth, and Hull, serve the fleet with any quantities of provisions they may stand in need of, but more particularly we humbly propose that if the Parliament please to order us present pay for what is now already due unto us, according to the account annexed, we shall then be enabled to provide and issue at the said ports aforesaid 12,000 men's victuals for one month, whereof the one moiety to be ready in port by the 26th of the same, the which with the 500 men's victuals ordered from Hull, we humbly conceive may be sufficient for the present supply, and for payment (our present debt being satisfied), amounting to 23,859*l.* 3*s.* 8*d.*, we shall accept the remainder to balance our account, viz. 15,845*l.* 0*s.* 8*d.* (for provisions issued) by monthly payments between this and the month of March



next, and for what is now under proposal, being 11,900*l.* to be paid us, by 6 equal payments monthly after the rate of 8½*d.* a man per diem. And without the which payments we know not how to proceed, being so much in disburse already.

And further, we humbly propose that for the dispatch of the service in such ports where the State's instruments are, that they should be ordered to take up fitting vessels to transport the said provisions, and where the State have no instruments, then we and our agents to be ordered to take up ships and to pay the freight in order to the State's service, and what provisions we shall load aboard said ships in the several ports consigned to the General of the fleet, we taking the master's receipts as to quantity and quality (being all put aboard in good condition), the said receipts to be our sufficient discharge in order to the passing of our accounts, we standing to the warrant of our victuals for [15] months after its delivery in port.

THO. ALDERNE. JNO. LIMBERY. D. RANDERS.

312. *August 1<sup>6</sup>, 1652.—A LETTER FROM SIR GEORGE  
AYSCUE'S FLEET AT PLYMOUTH*

[Printed in *Mercurius Politicus*, p. 1800. B.M. Press Mark  
E, 673, 1.]

Since the 31st of July, being then off the Land's End, we have taken four prizes, one Frenchman, the others Dutch, whereof one was laden with salt, the rest of little concernment.

This evening we brought into Plymouth two very rich Straits'-men<sup>1</sup> belonging to England, which we met with yesterday between the Lizard and the Land's End. One of them is called the African, the other the Dart. They say there are

<sup>1</sup> Ships trading in the Mediterranean.

no other Straits'-men to be expected these 2 or 3 months. We met also with 2 Virginia ships, which we have here.

313. *August 1<sup>6</sup>, 1652.—EXTRACT FROM THE REGISTER OF RESOLUTIONS OF THE STATES-GENERAL OF THE UNITED NETHERLANDS*

[Archives of the Hague. Copy. Translated.]

After consideration had, it is resolved and agreed, with a view of more clearly explaining the resolution of yesterday (and this present resolution is sent to the Board of Admiralty in Zeeland to elucidate and define the same), that if the fleet in question, expected from Spain, in consequence of notices and reports to be made to them, shall think it well to steer a course on the further side of England; in such case, although the said fleet may happen to fall in with the squadron under Vice-Commodore Michiel de Ruyter, either alone, or together and in company with other men-of-war belonging to this State, nevertheless not more than four or five of the said men-of-war shall put about and accompany the aforesaid fleet; whilst all the rest of the ships are to remain in the Channel, and there cruise to annoy the English, awaiting such orders as may have been given by their H.M. for their further proceedings. And an extract of this the resolution of their H.M. shall be sent to the said Board of Admiralty of Zeeland for their Lordships' information, &c.

314. *August 1<sup>6</sup>, 1652.—THE BOARD OF ADMIRALTY IN ZEELAND TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—We have to inform your H.M. that we have done our duty in sending

one of our fellow-councillors to the Wielings, to the 8 men-of-war of Amsterdam arrived there, with charge that those ships should join the fleet under Vice-Commodore Michiel de Ruyter, cruising in the Straits and Channel, in order to strengthening it. Moreover, there are rumours abroad here that Admiral Blake is come into the Downs with his fleet, against whose force, as we think, the fleet of the aforesaid Vice-Commodore cannot hold out, although his fleet were already reinforced by the above-mentioned 8 ships. We have, therefore, thought it necessary for the service and reputation of this State to ask your H.M. to consider whether it is not necessary that the ships lying in the Texel and elsewhere may be ordered to betake themselves with all speed and without delay to the fleet of the above-named Vice-Commodore ; otherwise it is to be feared that the aforesaid fleet may suffer some harm, and it will be necessary to abandon the sea, to the great injury of this State and its good citizens. We beg your H.M. to let us know your intention on this matter as soon as possible, that we may regulate our conduct by it.

Herewith, &c.

Middelburg, Aug. 16, 1652.

315. *August 1<sup>6</sup>, 1652.—COMMODORE RUYTER TO THE BOARD OF ADMIRALTY IN ZEELAND*

[Archives of the Hague. Copy. Translated.]

My Lords,—I must not omit to inform your Lordships that, whilst cruising in the Straits and westward as far as Dungeness, with the earnest desire of carrying out the orders of their H.M., on the  $\frac{5}{15}$ th instant we met a galliot that had sailed with the fleet from the Texel, and they told us that



the said fleet ought to be with us that same evening, or on the  $\frac{6}{16}$ th instant at the latest, which we most earnestly hope may be the case ; but up to the present time they have not come in. We have just received information from a Danziger, which has come from Topsham,<sup>1</sup> that the strength of the English is forty-five sail. And immediately afterwards the bearer of this, Andries Gerritsen, master of the Veere, brought in a report that he had seen their fleet off Plymouth.

Your Lordships' faithful servant,

M. AD. RUYTER.

Done on board the ship Neptune, the 16th of August, 1652.

[*Postscript, Aug.  $\frac{7}{17}$ , 1652.*]

My Lords,—The copy of my letter thus far, as above, was dispatched to your Lordships yesterday. Yesterday evening there came in to us a ship from Friesland, called the Hector of Troy, Captain Reynier Sekema, with a crew of 77 men. Seven of these men must be transferred to other ships ; this leaves them 70 mouths to fill, and of that number I am convinced that not more than four or five men in each watch are capable of taking the helm. This will enable your Lordships to understand the nature of our situation. I wish very strongly we had but a dozen well-equipped ships in place of our present fleet ; our strength is now 21 ships of war, exclusive of five fire-ships. We were 24 ships ; but I have sent Captain Bouckhorst, Captain den Haen, and Captain Jongeboer as convoys to the Somme, in accordance with your Lordships' instructions, and so far they have not returned. I am astonished to have received no news as yet of the coming out of the fleet accord-

<sup>1</sup> 'Absom,' for 'Apsam,' the name by which Topsham was at that time designated.

ing to the report made by the galliot mentioned above, and I am sure that they are still to the east of us, for we have spoken some Hamburgers to-day, who sailed with them to opposite the Wielings. And your Lordships will therefore have instructed them to be careful to come on here, and to make good speed to join us with the fleet.

Your Lordships' faithful servant,

M. AD. RUYTER.<sup>1</sup>

316. *August 17, 1652.—NOTE OF A LETTER FROM [COMMODORE RUYTER] TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

A letter just sent to their H.M. by Captain Degelcamp (a copy of which, on account of the hurry, has not been kept), reporting to them that Captain Bouckhorst's ship has sunk in clear weather on his return voyage from convoying Huyge Jans to the Somme. Captain Jongeboer's vessel is lying dismasted at Havre de Grâce, and Captain den Haen's as well, but the latter not damaged. A number of men were drowned.

Done on board the ship Neptune, the 17th August, 1652.

317. *August 17, 1652.—ORDERS BY COMMODORE RUYTER TO CAPTAINS CORNELIS EVERTSEN AS COMMODORE, FORTUYN, ANTHONISZON, WAGENAER, DISPENSIER, BECKX*

[Archives of the Hague. Translated.]

Commodore M. Ad. Ruyter herewith commands Captain Cornelis Evertsen as Commodore, and

<sup>1</sup> There is a further request on the above letter to their Lordships, to hasten Captain Degelcamp as much as possible, and to send him on with the ships that may still be there, as soon as his damages shall be repaired, with other recommendations.

Captain Fortuyn, Captain Gabriel Anthoniszoon, Captain Wagenaer, Captain Lourens Pensier, and Captain Beckx to make sail forthwith, and cruise in these waters between Dungeness and Cape Grisnez, on the look-out for the fleet coming from the Texel, or for the English ships; but, if they sight the latter, and find them in too great force, they shall fly the pennant from the top-mast, and fire a shot from time to time as they go, joining the fleet again in the morning off Dungeness, or in the waters between Dungeness and Cape Grisnez.

M. AD. RUYTER.

Done on board the ship Neptune, the 17th August, 1652.

318. *August 18, 1652.—THE BOARD OF ADMIRALTY  
IN ZEELAND TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—We have yesterday, the  $\frac{7}{17}$ , received the dispatch of your H.M. of Aug.  $\frac{5}{15}$  together with an extract from the secret resolutions of your H.M. of the same date enclosed in it. This resolution having been accepted and approved by your H.M., concerning the employment of the nine ships lately come from the Texel to the Wielings with some merchantmen, and also of the fleet which sailed to the Channel under Commodore de Ruyter, and again concerning the preservation and protection of the merchantmen expected from Spain, and all other merchantmen of these provinces which pass thereabouts; you beg and beseech us to conform ourselves precisely to the contents of your resolution in this difficult conjuncture, and to make all others whom it may concern conform to it, they being bound to obey our commands just as if they were given by your H.M. We perceive from the aforesaid resolution that your H.M. are pleased to



authorise us, according to circumstances, and according to the advice we receive of the power of the English, to put to sea several vessels, and especially those in a list which your H.M. have understood to be acceptable here, and as soon as possible to send them off towards the English coasts, or to dispatch the nine men-of-war come from the Texel and the Wielings to the Channel to seek for the fleet under Commodore Ruyter, and also to look out for the ships from Spain, and further to conform ourselves to the resolutions of your H.M. of July  $\frac{20}{30}$  and  $\frac{\text{July } 24}{\text{Aug. } 3}$ . We further understand that the aforesaid Commodore de Ruyter and the commanders of his fleet shall do their best by the ships from Spain, to bring them safely either through the Channel or round England, leaving it to the choice of the merchantmen, either to put out with the nine ships from the Texel under their protection, or to remain here if they prefer it. Also there are to be sent out by us one or two quick-sailing galliots, so that advice may be speedily given of approaching danger ; or that otherwise, in accordance with the tidings we may have from the sea, the men-of-war coming from the Texel with the merchantmen under their protection may remain in the Wielings, and that we may also recall De Ruyter, ordering him to return to the Wielings. In that case he might effect a junction between his squadron and the main fleet already got together, and await further orders from your H.M. These orders, however, must be given subject to the provision that the aforesaid Commodore can follow them conveniently, and that no further advices have in the meanwhile arrived of the arrival of Admiral Blake in the Straits, the Downs, and adjacent parts which might hinder the return of the Commodore. In that case the Commodore must do his best as a soldier and seaman to escape the danger ;

and even, if extreme need require it, to seek refuge in one or other of the French harbours. In any case we are to inform your H.M. from time to time of what is done and accomplished by us here according to the opportunities of time and matter in order to the service of your H.M., and as is fitting. Moreover, information is to be given to the ships from Spain and other ships of these provinces entering the Channel by us and Commodore Ruyter by means of advice-boats of whatever has been or shall be resolved on by us and the Commodore in consideration of the state of affairs in the Channel, so that, according to circumstances, they may take their course either through the Channel or round England. Your H.M. will also be pleased to be informed that, before receiving from your H.M. the dispatch and resolution of the  $\frac{5}{15}$ , we had learnt on the afternoon of Thursday, the  $\frac{5}{15}$ , from Commodore Verburch, who is in command of the ships come from the Texel, and had put into Flushing through the loss of his rudder—that he had arrived on the  $\frac{4}{14}$  at the Wielings with those ships numbering 72 sail—they being 8 men-of-war and two East Indiamen, the remainder being all merchantmen—without having received any information of the arrival of the English fleet in the Straits, or of its strength. On this we thought good, in accordance with your H.M.'s resolutions of July  $\frac{20}{30}$  and  $\frac{\text{July } 24}{\text{Aug. } 3}$ , earnestly to pray and to commission Heer van Beveren, our fellow-councillor, to betake himself as quickly as possible to sea in an advice-pink ; that he might go on board the above-mentioned ships, and charge them on our behalf, and in conformity with your H.M.'s resolutions of July  $\frac{20}{30}$  and  $\frac{\text{July } 24}{\text{Aug. } 3}$ , actually to put to sea and to place themselves in the Channel under the command of Commodore de Ruyter, to look out for the ships from Spain and other

ships of these provinces, and to do them fitting service. To-day we have understood from a report of Heer van Beveren, who arrived late yesterday evening from the ships, that the captains of the said ships had resolved, upon the recommendation of the skippers of the merchantmen given in on the  $\frac{6}{16}$  and upon other reasons, to put to sea, and to make the voyage on which they are bound to the Straits, and further, to join with Commodore Ruyter, as they resolved—all being assembled together in a full council of war on the  $\frac{7}{17}$ —on the representations of Heer van Beveren, and determined to set sail at once and to pursue their aforesaid voyage, as your H.M. will perceive from their two resolutions signed by them and enclosed in this dispatch. Since this we have received from your H.M. the dispatch of the  $\frac{5}{15}$  and the enclosed resolution; but we have as yet received no information or tidings of the arrival of the English fleet in the Channel or of its strength. On the other hand we have understood from Heer Thyssen, councillor of the town of Flushing, that having yesterday spoken to a falconer,<sup>1</sup> very well known to him, who arrived on Thursday from the river of London, he told him that he had seen no ships of war and much less Admiral Blake's fleet off the mouth of that river, in the Downs, or about Dover, but that there was scattered over those parts only a small number of vessels. We have also understood from Michiel Janssen, a skipper from Flushing, who last came from Bordeaux, and was taken on his way home by the Parliament ships and carried to England, whence he after two or three days returned to his home at Flushing, that there is a great change amongst the people in England, and that if more than twenty of their men-of-war could

<sup>1</sup> Valkonier : probably a Dutchman who had been employed in attending to hawks in England.



be destroyed, all England would be in trouble and confusion. We have therefore given sailing orders through Heer van Beveren to the Texel ships, ordering them to get into position and put to sea, and they have already left. We have also notified this to Commodore Ruyter by an express ketch, hired for the purpose, and have sent him the resolutions of your H.M. of July  $\frac{20}{30}$ ,  $\frac{\text{July } 24}{\text{Aug. } 3}$ , and Aug.  $\frac{5}{15}$ , with a charge to follow them precisely, and to take good care that the good intentions of your H.M. in regard of the ships from Spain and elsewhere be followed and obeyed, adding further an express charge that he is to send on the fast-sailing boat, which he has with him, in order to make known the resolutions of your H.M. to the ships from Spain and others he may meet with in the Channel so that they may conform to them. We are also busy, in accordance with the dispatch received from your H.M., in sending off some ketches to sea and about the English coast to give us information at once if they learn anything, so that we may be able in haste to acquaint your H.M. from time to time in case of the occurrence of any difficulty or of any other tidings. We shall also, in consequence of the resolution of your H.M. of the  $\frac{4}{14}$ , do our utmost to comply with it, so far as it is in our power, and to obey the order sent us by your H.M. The Directors of the East India Company here have informed us that the ship Louyse, equipped by them, will be ready to put to sea next Wednesday, but that they will take all measures to get her ready earlier if it is possible, which we thought it necessary to notify to your H.M.

Moreover, we cannot but remind your H.M. of that which was contained in our dispatch of  $\frac{\text{July } 31}{\text{Aug. } 10}$ , namely, the question how we were to proceed with the English prizes and goods brought in here, and

also concerning the jurisdiction of the province and the Admiral. We again beg your H.M. humbly to be pleased speedily to send us your decision and intentions, the more that we are constantly pressed by those who took the prizes and goods, and we do not know how we are to conduct ourselves in the matter. Your H.M. have been pleased to send us twelve letters of reprisal which have already been properly distributed by us, and we request your H.M. as soon as possible to send us twelve others or even more. We have to-day sent the resolution adopted by your H.M. of the  $\frac{6}{16}$  to Commodore Ruyter that he may conform to its contents. Herewith, &c.

Middelburg, Aug. 18, 1652.

319. *August  $\frac{8}{18}$ , 1652.—COMMODORE RUYTER TO THE BOARD OF ADMIRALTY IN ZEELAND*

[Archives of the Hague. Translated.]

My Lords,—This is to inform you that on the morning of the  $\frac{7}{17}$ th inst. we were cruising off Fairlight and fell in with three tenders, who told us that Captain Bouckhorst, coming back from the Somme (after having convoyed Huyge Jans thither, in accordance with a resolution sent me by their H.M.<sup>1</sup>), had been in collision with Captain Jongeboer on the bow, and that Captain Bouckhorst had foundered, and a number of people been drowned. Captain Jongeboer had been towed by Captain den Haen into Havre de Grâce, and is lying there dismasted. Captain den Haen is with him there, but has received no damage. I do not understand why he does not return to his rendezvous. Captain Cornelis Evertsen the younger, sent out to cruise between Dungeness and Cape Grisnez, spoke a Hamburgher, and says he received a report of Cap-

<sup>1</sup> See No. 298.

tains Jongeboer and Bouckhorst similar to the above. I am sending Captain Lourens Pensier's mate with a small English vessel laden with oil, a few casks of lemons, and four or five barrels of sugar, which Captain Lourens Pensier and his people boarded from their boat on the morning of the  $\frac{8}{18}$ th before it was light. The vessel lay close to us at anchor, under the shore. The English had escaped to land in their boat, and there was not a man left on board. We have taken out of her two small barrels of oil, a little chest of sugar, and eight or ten cases of lemons that are for the most part rotten, which we have distributed amongst the ships for use as required in cases of sickness and disease. At present all in the fleet are well. We are just now making sail, and running between the Goodwins and the Flemish Sands, with a view of meeting the fleet from Texel. I hope we shall make better progress when the two fleets are joined.

Our strength here is now twenty men-of-war and six fire-ships, and we have made sail to-day from under Dungeness between the Goodwins and the Flemish Sands, with a view of meeting the fleet from the Texel, it having been reported to us by a galliot that sailed out with them that they were sighted off the Wielings a good three days since. So, having taken counsel with the officers, I determined to sail at once in that direction to look for the fleet, in order that we may make our way together with greater force down the Channel. We have twenty ships of war, but I would far rather have only ten good ones in their place—we could do better work with them; from which their H.M. may clearly perceive the condition these are in. Wherefore we beg your Lordships their H.M. kindly to send us all possible assistance in ships as quickly as may be, that we may have sufficient force to defy the



enemy in the Channel, who now muster 45 sail, as we are informed by credible report. Herewith, &c.,

Your H.M.'s humble servant,  
M. AD. RUYTER.

Done on board the ship Neptune, the 1<sup>8</sup>th of August, 1652.

320. *August 1<sup>8</sup>, 1652.—VICE-ADMIRAL EVERTSEN  
TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—To-day two of your H.M.'s resolutions have come into my hands through the Lieutenant-Admiral Tromp, one of them of <sup>July 3</sup>Aug. 9, the other of August <sup>4</sup>14, which, having been personally given to me by his Lordship, have placed me in command of the fleet during his absence. And so these resolutions of your H.M., amongst other matters, order me to enter the Wielings with the fleet, and there to take provisions and other necessaries, and that all sailors and soldiers are to be strictly forbidden to go on shore. I cannot but let your H.M. know that I cannot in any way think how this can be done with good service to the country, not only in respect to prohibiting the crews from landing, since many of them are already afflicted with scurvy and other diseases, and have also at the same time to provide themselves with various necessaries, but also in consideration of the condition of the ships, which, besides being all alike foul and unfit for service, have received in most cases severe injuries, which cannot be remedied out of port, in their masts, bowsprits, and other parts. They are also very leaky and in bad condition beneath the water-line, so that the greater part of them could not hold out in a storm. We should therefore put

in with the ships above Flushing off Rammekens. Of more than this, which cannot here be specified in detail, your H.M. will receive verbal information from the Lieutenant-Admiral.

Nevertheless I will carry out the intentions of your H.M., and set to work accordingly so far as is possible, though I am afraid it is only losing so much time, and that the service of the country will not be forwarded by it.

Besides, what concerns myself, having till now been assigned to one of the smallest ships in the fleet, being 120 feet long and 29 broad, which, even when it is clean, is a slow sailer, your H.M. may consider what it is when it is foul. So, if I am to remain at sea with a foul ship, I would rather that your H.M. should be pleased to dismiss me from the service, and to let me remain an honest man, than be scolded one day or another as a rogue.

Many papers and documents have been made over to me by the Lieutenant-Admiral, most of which I had already thought not worth taking. I shall wait here for any further orders of your H.M. about myself, that I may dispose myself accordingly, &c.

Your H.M.'s faithful and obedient servant,  
JOHAN EVERTSEN.

In the ship *Hollandia*, off the Maas, the 18th August, 1652.

321. *August 1<sup>9</sup>, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., *Interr.* I, 31, pp. 35, 36.]

August 9, 1652.

That it be referred to the Committee of the Admiralty to consider of what is writ to Mr. Carew by Colonel Hunkin about fitting out a ship at Dart-

mouth for scouring the seas of pirates, and to give such directions therein as they shall think fit.

That a letter be written to Colonel Morley approving of what he and other gentlemen have done upon occasion of the appearing of the Dutch fleet upon the sea-coast of Sussex, and to let him know that if he finds it necessary he is to proceed in the raising of forces for the defence of the country.

**322.** *August 19, 1652. — COMMODORE RUYTER'S ORDERS FOR JAN JANSEN VEREYCKE, THE SKIPPER*

[Archives of the Hague. Translated.]

Commodore M. Ad. Ruyter herewith orders Jan Jansen Vereycke, commanding the ship of Captain Claes Jansen Sanger, to repair as speedily as possible to the neighbourhood of Ostend and Blankenberghe, within sight of the shore, to ascertain whether the fleet that has come from the Texel is not lying there; and, if he falls in with them, to urge them to sail westward with as little delay as possible to join our fleet between the Goodwins and the Dunkirk Sands, or in the Straits; and he is ordered then to return to our fleet with all speed, informing us of his proceedings, and omitting no part of these orders.

Done on board the ship Neptune, the 19th August, 1652.

**323.** *August 19, 1652. — COMMODORE RUYTER'S ORDERS TO THE COMMANDER OF THE FLEET FROM TEXEL, GIVEN TO JAN JANSEN VEREYCK, THE SKIPPER*

[Archives of the Hague. Translated.]

Commodore M. Ad. Ruyter herewith charges the commander of the fleet from the Texel to repair



with the ships under his command without delay to the Straits of Dover, where he will find our fleet between the Goodwins and the Dunkirk Sands, or further westward down the Straits, and begs he will in this do his utmost to carry out the instructions of their H.M. to sail together for the Channel in order to meet the fleet coming from Spain and at the same time convoy it safely in. Please to dispatch the bearer of this immediately, in order that he may bring back an answer without delay.

M. AD. RUYTER.

Done on board the ship Neptune, the 19th August, 1652.

324. *August 1 $\frac{9}{10}$ , 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 31, pp. 42-44.]

That a letter be written to the Committee of the Navy to contract with the gun-founders about London for such guns as they have in readiness which are fit for the use of the navy.

Whereas some propositions have been made to the Council for the employing of the copper works in England for the making of ordnance for the service of the Commonwealth, it is ordered that it be referred to the Committee of the Ordnance to consider of the said propositions, and to take effectual care that the said works may be employed for the service of the Commonwealth.

That a commission be given to Tho. Scott to be master of the ship Sovereign.<sup>1</sup>

That liberty be given to Captain Read to repair

<sup>1</sup> The commission was issued on the same day (*S.P. Dom.*, 31, p. 44), but on the 11th the Council directed that Lieut. Tiddeman should choose whether Scott or Hewett should be master (*ib.* p. 49).

to this town for some days, he taking special care that the charge of the ship be left in a trusty hand who will be careful in his absence of the safety of the ship, and of keeping the men aboard.

325. *August  $\frac{11}{21}$ , 1652.—A LETTER FROM  
YARMOUTH*

[Printed in *The Declaration of the Cardinal Mazarin*, p. 8.  
B.M. Press Mark E, 674, 11.]

Sir,—Since the coming of General Blake from the north the Hollanders are very busy to the northward, with a great number of busses, and many men-of-war for their convoy, who are most of them pinks, and have spread themselves all abroad. Divers of our English fishermen they have taken as they were running home fully laden. They have also taken some of our barks that were coming from Ireland, and some that appertained to Aldeburgh.<sup>1</sup> One of these, being taken and carried to Rotterdam, after they had detained it three or four days, was cleared by a sentence of the Admiralty, both ship and goods, and sent away, and came home safe. Another being taken was also carried thither and cleared likewise; but in her return homewards was met by a private man-of-war, and by him brought to Zeeland. Our coast is much infested with Dutch picaroons, so that we are very fearful we shall lose our whole fishing trade for this year.

326. *August  $\frac{11}{21}$ , 1652.—A LETTER FROM NEAR  
SUNDERLAND*

[Printed in *Mercurius Politicus*, p. 1811. B.M. Press Mark  
E, 674, 6.]

Two Holland ships were seen on Monday last near Sunderland hovering about that shore, inter-

<sup>1</sup> Ailesborough, as printed.

cepting all English vessels they could meet with. The inhabitants of Sunderland and Wearmouth being jealous of them, because some Dutch vessels are laid up in their harbour, make preparation for defence of their port. There now lies a Holland man-of-war before the bar, and it's reported that divers colliers' ships are taken. But there is no such matter as the Hollanders landing of any men, or taking away any off the land.

327. *August ½1, 1652.—COMMODORE RUYTER TO  
THE STATES-GENERAL*

[Archives of the Hague. Translated.]

My Lords,—I informed your H.M. in my last that I had learnt from a galliot that the fleet that had come from the Texel was lying off or about Wielingen; therefore on the  $\frac{9}{19}$ th of August I commissioned Jan Jansen Vereycke, commanding the ship of Captain Claes Jansen Sanger, to run with all speed to Ostend and Blankenberghe, to make inquiries about the said fleet. He came in to-day at noon from those parts, reporting that he had seen the fleet, and bringing a letter from their Commander, Jan Gideonsen Verburch, who replies that the ships under his command shall join our squadron as soon as possible between the Goodwins and the Dunkirk Sands, in accordance with my orders. The said Commander of Captain Claes' ship also says he has spoken Vice-Admiral Jan Evertsen, and learnt from him the sore and dreadful distress that has overtaken Admiral Tromp's fleet by reason of severe storms, to the great sorrow of us all; but we hope that the good God will provide by some other means. At the present moment, about four o'clock, the fleet has just come in to us off



the west of Gravelines, sixty sail strong. We have at once made sail together with them, with the wind N. by W., towards the Straits, but up to the present have spoken no one. I wish very much I had certain instructions from their H.M. to regulate our movements in the Channel, supposing we have to cruise there. I wish their H.M. had provided us with better ships and crews; the number of the ships, indeed, is quite right, but they are very ill equipped with guns and men, and particularly the ships from Friesland; and I beg to inform their H.M. that our fleet is victualled only for two months at the furthest, &c., &c.

M. AD. RUYTER.

328. *August 1½, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 31, pp. 50, 55.]

That the Act prepared for prohibiting correspondence with the United Provinces and for granting commissions for private men-of-war be taken into consideration the first business this afternoon.

That the letter now read to be sent to General Blake be approved of, fair written, signed, and sent unto him.

That the draft of an Act for prohibiting correspondence with the United Provinces, as also for granting letters for private men-of-war, be considered by the Committee for Foreign Affairs tomorrow morning, and reported to the Council in the afternoon.

That the Council do take into consideration tomorrow in the afternoon the business of disposing of the ships in the service of the Commonwealth to

convoys and other services necessary for the Commonwealth, and the members of the Council who are in town are to be sent unto and desired to be at the Council.

329. [*August 12, 1652*].—*PETITION OF REBECCA BARNES*

[*S.P. Dom. xxiv. 98.*]

To the Right Honourable the Commissioners for the Admiralty and Navy,

The humble petition of Rebecca, the widow of Michael Barnes, chirurgion,

Humbly sheweth

That during the wars against the Hollanders your petitioner's husband was sent by your Honours twice to Portsmouth, and once to Yarmouth, for the cure of the sick and wounded men that were put ashore, and for expedition was commanded to ride post with a guide, which was extraordinary charge to him, and never received any satisfaction for the same, but lately died upon service of the Commonwealth, leaving your petitioner in great affliction, having waited upon this business this seven months at great charge. . . .

330. *August 1 $\frac{2}{2}$ , 1652*.—*GENERAL BLAKE TO VICE-ADMIRAL PENN*

[*The Duke of Portland's MSS. Navy Papers, 1640-1696, fol. 161.*]

Forasmuch as is necessary for the better carrying on the service of the Commonwealth that the state of the victualling of the fleet should be forthwith known: These are therefore to authorise you on receipt hereof to require from the pursers of the

respective ships and vessels of your squadron an exact account of the victuals aboard every ship, and for what time the same will last, which being done you are to transmit the same unto me, that a speedy course may be taken for a supply. Given under my hand aboard the Resolution this 12th day of August, 1652.

ROB. BLAKE.

**331.** *August  $\frac{1}{2}$ , 1652.—LETTER FROM GENERAL  
BLAKE'S FLEET NEAR SOUTHWOLD BAY*

[Printed in *Mercurius Politicus*. B.M. Press Mark E, 674, 6.]

Having been over to the coast of Holland, we came hither last night, where we intend to take in necessaries from Yarmouth. Many freebooters are abroad upon the coast who have done some mischief, especially in taking the Fortune and Heart frigate, as information is given us here.

The Nonsuch ketch and the Mary ketch have sunk a dogger-boat of 6 guns, and another ketch hath taken a galliot-hoy bound for Virginia (both of which came since Saturday last from Holland), as also some busses, the skippers whereof report that Tromp was returned home with 36 sail, the rest being dispersed by the late storm, and some conceived to be cast away. As also two of their East India ships that were so long expected.

Others know nothing of Tromp's being gone home, but do agree that a great part of his fleet is lost and scattered by a storm.

This morning General Blake sent abroad eight good frigates, viz. the Speaker, Laurel, Ruby, Diamond, Foresight, Assurance, Mermaid, and Nightingale, to ply off at sea between the Roads and the Ness, to look out for the enemy's men-of-war.



332. *August  $\frac{1}{2}$ <sup>3</sup>, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 31, p. 58.]

That the Commissioners for the sale of Dutch prizes do deliver unto Captain William Purefoy the ship Peter now in their custody, she being appointed to be made a ship of war in the service of this Commonwealth, and the said Captain Purefoy to be captain of her.

That a letter be written to Sir George Ayscue to let him know that there are some ships at Morlaix which now lie ready to come over, and stay only for convoy, to desire him as soon as he may without prejudice to other services give a waft to those ships and bring them over into England.

That the draft of an Act to be offered to the Parliament for the forbidding of correspondence with the United Provinces, and for the granting out of commissions for private men-of-war, as also the draft of an Act for the calling home of English seamen from the service of foreign States and princes, be humbly presented to the Parliament by the Lord Commissioner Whitelocke.

333. *August  $\frac{1}{2}$ <sup>3</sup>, 1652.—THE COUNCIL OF STATE TO THE NAVY COMMISSIONERS*

[S.P. Dom. xxiv. 100.]

Gentlemen,—By our last we gave you notice of the directions we had sent to the victuallers to provide twelve thousand men's victuals for a month, over and above what we had declared for, commending it to your care and management that the same might be provided with effect, and referred you to the Committee of the Admiralty for direc

tions how to dispose of them, which hath been since taken into consideration; and for what is provided at Hull, Yarmouth, and Harwich, we desire you to speak with the victuallers and know from them what proportions are provided in those several ports, and upon knowledge thereof send away an express to General Blake, by the way of Yarmouth or otherwise, as you think fit, to acquaint him with those proportions, to the end he may send for them, order being given by the victuallers to their agents in those places to deliver those victuals to such persons as General Blake shall send for the same.

For what is provided in this port you are to give direction that the same be forthwith put on board fit vessels for carrying them to the fleet, and to be ready in the Hope to be sent away with such convoy as shall be appointed for that purpose. We desire to know from you the particular proportion of victuals provided in each of the said ports.

Signed in the name and by order of the  
Council of State, appointed by authority  
of Parliament,

WILLIAM PUREFOY, President.

Whitehall, 13th August, 1652.

334. *August*  $\frac{13}{23}$ , 1652.—*A LETTER FROM PLYMOUTH*

[Printed in *Mercurius Politicus*, p. 1815. B.M. Press Mark  
E, 674, 6.]

The captains of the two ketches (called the *Constant Ann* and the *Bachelor*) that took the Dutch ship of Amsterdam coming with 260 chests of sugar from Lisbon, have intelligence that there are hid in some of the chests of sugar both plate

and jewels belonging to certain Jews of Amsterdam, after which search will be made and a further account transmitted thereof.

335. *August  $\frac{1}{2}\frac{1}{4}$ , 1652.—A LETTER FROM LEWES*

[Printed in *Mercurius Politicus*, p. 1814. B.M. Press Mark E, 674, 6.]

This day appeared at Brighthelmstone<sup>1</sup> a great fleet of Holland men-of-war passing by, being in all about 80, 25 whereof seemed to carry between 40 and 25 guns, one with another, and the rest between 25 and 10 guns. They have taken one bark and pillaged another, and are now going with a fair wind westward. They took a Sussex bark near Hastings, carrying her with the fish-nets and men along with them. They chased another fisherman ashore near Brighthelmstone, whom they plundered, and so left her.

336. *August  $\frac{1}{2}\frac{1}{4}$ , 1652.—A LETTER FROM PORTSMOUTH*

[Printed in *Mercurius Politicus*, p. 1815. B.M. Press Mark E, 674, 6.]

The Dutch fleet came this day before Brighthelmstone, who chased some barks ashore, and sent out their long boats to plunder them. Afterwards they were seen at the Owers. Four of their galliot-hoys gave chase to Captain Bane, who commands a small vessel that came from the Downs, and had a packet for Sir George Ayscue; but she escaped them and is gone to the westward.

The country about Brighthelmstone took the alarm and fired their beacons. They were after-

<sup>1</sup> Brighton.



wards, towards night, seen at the point of the Isle of Wight, and seen to incline on the back-side; but night coming on, we could not discern their course.

337. *August  $\frac{1}{2}$ <sup>5</sup>, 1652.—THE COUNCIL OF STATE  
TO GENERAL BLAKE*

[S.P. Dom. xxiv. 102.]

Sir,—We have received and read both your letters of the 12th and 14th, directed to the Council, and having this day received two letters out of Sussex, whereof we send you copies, the intelligence being, as we apprehend, of importance. we judge it requisite to communicate the same unto you, and do hold it very advisable (unless your advantage be very great where you are) that you make your speedy repair westward, and keep your course along the Channel, as you conceive most likely to find out the enemy or meet with Sir George Ayscue. But this we can only offer as our advice, we wanting at this present one of our number to complete a Council.

Whitehall, 15th August, 1652.

*Postscript.*—We have conferred with the two seamen who brought Colonel Morley's letter, and they affirm they counted upwards of 100 of these Dutchmen. . . .

338. *August  $\frac{1}{2}$ <sup>6</sup>, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 31, pp. 62, 64–67, 69.]

That the desires of Captain Francis Tatnell, desiring to be excused from going out to sea at present in respect of the sickness of his family, and

that the master of the ship may go in his room, be referred to the consideration of Sir George Ayscue.

That the dispatches made yesterday by some of the members of the Council (upon an exigent the Council not coming together) to General Blake, and also to Colonel Morley, be approved of; that a duplicate be made of that to General Blake.

That the Commissioners of the Navy and victuallers of the navy be sent unto to come to a Committee of the Council to-morrow morning at seven of the clock, which Committee is to sit at that time in the Council Chamber.

That the petition of the owners of the ship Maidenhead, desiring that Captain John Daniel may be put into the command of Captain Hancock, deceased, be referred to the consideration of Sir George Ayscue.

That Colonel Stapley and Mr. Carew, or either of them, be desired to speak with Mr. Brookes, from the Council, concerning his going as minister in the ship Sovereign, who are to return to the Council what answer they receive from him as to his undertaking that charge.

That Colonel Ingoldsby be spoken with to have in readiness one hundred men, in order to be put aboard the ship Sovereign, and Mr. Thurloe is to speak with him concerning the same.

That a letter be written to the captain of the ship Antelope to fall down with his ship as far as Erith, and there to remain till further order.

That a letter be written to the captain of the ship Little President to use all possible care and diligence in the manning of his vessel.

That a letter be written to the commanders of the ships now at Portsmouth, which are in the service of the Commonwealth, to go out as soon as conveniently they may and join with the fleet commanded by Sir George Ayscue.

That it be referred to the Committee of Foreign Affairs, or any three or more of them, to take into consideration the state of the whole fleet of this Commonwealth, what numbers of ships are now aboard, and upon what service, and for how long victualled; and likewise to consider what number of ships are necessary to be kept out as well for the present as the winter's guard, and how to be designed with most advantage for the Commonwealth; and the said Committee have hereby power to send for and confer with any persons in reference to the premises, and the said Committee are to meet to-morrow morning upon this business, and so *de die in diem*, and to make report to the Council with all speed. And the Committee of the Admiralty is desired to meet in the Council Chamber with the said Committee for the business aforesaid.

339. August  $\frac{16}{28}$ , 1652.<sup>1</sup>—*ABSTRACT OF LETTERS  
FROM THE COAST*

[Printed in *A Perfect Diurnal*, p. 2094. B.M. Press Mark E, 796, 19.]

Letters on Saturday<sup>2</sup> came to the Council of State from General Blake, dated from Solebay, August  $\frac{12}{22}$ , signifying that all the fleet with him are safely returned from the northward, and by the time this came to hand would, no question, be in the Downs.

By letters from Yarmouth of the  $\frac{13}{23}$ , thus:—Our General Blake, with the whole fleet, is returned from the northward. Upon Wednesday last<sup>3</sup> they all passed before this town, and sailed to the southward, so that I doubt not before this comes to your hand, that they will be safe arrived in the

<sup>1</sup> Date of publication.

<sup>2</sup> Aug.  $\frac{14}{24}$ .

<sup>3</sup> Aug.  $\frac{12}{22}$ .



Downs. The Dutch men-of-war continue to rove up and down our coast, and sometimes do snap up some vessels who venture to go without a convoy. Yesterday a ketch of Rotterdam with six guns and forty men lying on the outside of the sands was met with by two of our small ketches. They engaged fight about the space of three hours, the Dutch having defended themselves very stoutly; but their vessels receiving several shot under water, at last did sink into the sea. Most of the men were saved, and are brought prisoners to this town, where they lie at present. Being examined, they declared that they were sent out with a commission to take all they can of our English, and were come out of the Brill the day before.

Solebay, August  $\frac{1}{2}$ .<sup>1</sup> Further, on Sunday,<sup>1</sup> in the evening, came a letter to the Council of State from General Blake that he was gone off to sea, twenty miles towards the coast of Holland, to look after the Dutch fleet.

340. *August  $\frac{1}{2}$ ,<sup>2</sup> 1652.—A LETTER FROM HAMBURG*  
[Printed in *Mercurius Politicus*, p. 1846. B.M. Press Mark E  
674, 24.]

. . . . The King of Denmark is with some of his friends still at a town of his called Flensburgh, consulting about the present state of affairs at sea, and hath put himself in a reasonable posture of defence by land.

He seemeth well inclined to the Commonwealth of England, whereof he hath given some testimony lately to those English ships lying at his Castle of

<sup>1</sup> Aug.  $\frac{1}{2}$ .

<sup>2</sup> Under date of August 26. Comparing the dates of other letters in the same newspaper, I think it may be taken that this is New Style.

Elsinore in the Sound, assuring them by some of his Ministers of State of his friendship, and offering the best havens of his country they themselves pleased to choose for their security. But though those ships be in safe harbour at present, yet notwithstanding they are in a sad condition by reason of their long stay and great charges, with other inconvenience. We received lately advice from some at Amsterdam, that a great fleet of Hollanders lies ready at the Vlie bound for the Sound, with a convoy of 12 able men-of-war, who have a commission to take or sink any English ship they should meet in those parts, which caused some of the English ships to come for Copenhagen, to stay there for the convoy which they desire.

341. *August 17, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 31, pp. 70, 73-75.]

That the form of a commission for private men-of-war be prepared and brought into the Council with all speed.

That the several petitions now depending in the Council for commissions for private men-of-war be looked up, and that commissions be granted to them in such form as shall be directed by the Council.

That the Judges of the Admiralty be sent unto to come to the Committee for Foreign Affairs tomorrow morning by 8 of the clock, and to bring with them the form of a commission which they have prepared to be given to private men-of-war.

That a letter be written to the northern ports, to let them know that all ships in those ports are to remain there until they shall receive convoy, of which care is taken.

That Mr. Scott do take care to send to Captain ——, captain of the *Fortune* frigate, 50 $\frac{1}{2}$  for the relief of himself and men with him which were taken and carried to Flushing.

That a letter be written to Mr. Richard Mayo to let him know the Council have made choice of him to be minister in the ship *Sovereign*, to desire him therefore to repair with all speed aboard the said ship, and to exercise the duty of minister there.

That a letter be written to the Commissioners of the Navy to desire them to cause a fitting quantity of oatmeal, sugar, and other spices to be put aboard the ship *Sovereign*, for the relief and comfort of such men as shall fall sick.

342. *August*  $\frac{1}{2}$ <sup>7</sup>, 1652.—*A LETTER FROM PLYMOUTH*

[Printed in *A Great and Bloody Fight at Sea.* B.M. Press  
Mark E, 674, 7.]

Sir,—On Sunday morning last, being the 15 of this present August, Sir George Ayscue set sail to sea. Yesterday being Monday, the 16 of August, he discovered the *Hollanders*, and about one of the clock that day he met with a fleet of theirs, consisting of 60 sail of men-of-war and 25 merchants'-men. Sir George Ayscue's fleet consisted of 41, with which he charged the *Hollanders'* whole fleet and made a stout fight. Sir George Ayscue charged them quite through, and not being able to go to the windward of all, received 40 broadsides, and after got away. Then Sir George Ayscue charged them again, and made another furious assault. It is supposed that we have sunk their Rear-Admiral; they (if not) will have much ado to save her.

The fight was extreme hot, but no boarding either of other. We suppose the *Hollanders'* loss



must needs be very great, for they were extremely torn with our bullets, and we have great loss also. Captain Lisle, a precious sweet commander, is sore wounded and almost dead. Captain Packe, that excellent stout seaman, hath his leg shot off. Night approaching, the fight ceased, and in the night both the fleets lay still, having both of them their lights out.

On this morning, being the 17 instant, we discovered the enemy about 4 leagues off. Hereupon a council of war was held to consult what to do in further proceedings against the enemy, and it was unanimously resolved by the council of war to engage them again. Hereupon preparation was made ; our fleet presently sailed, and stood up towards them.

About twelve o'clock this present Tuesday, 17 August, it is believed there might be an engagement. The Lord direct them and stand by them, to deliver and support our friends, and I doubt not but the Lord will perfect that work He hath hitherto triumphantly carried on.

Our men called upon God before they engaged ; the Dutch drunk soundly to make them fight ; strong drink was given to their men as their custom is to raise up a courage in them to fight the more desperately.<sup>1</sup>

The East India fleet, with those other ships, stay until these combustions be a little over, or that they can have a sure convoy ; for, without doubt, the mouths of the Dutch water at them. I believe by the next you will hear of a greater engagement than this.

Plymouth, 17 August, 1652.

<sup>1</sup> This is not to be taken for more than the traditional conviction of English sailors.

343. *August 1<sup>7</sup>/<sub>7</sub>, 1652.—ANOTHER LETTER FROM  
PLYMOUTH*

[Printed in *A Great and Bloody Fight at Sea*. B.M. Press  
Mark E, 674, 7.]

Sir,—Upon discovery of the Dutch fleet yesterday, about one o'clock, a council of war was presently called, and it was resolved to fight them presently, if they would stand, and, accordingly, Sir George Ayscue sailed and put up towards them.

About 4 o'clock last night Sir George Ayscue came up close to them and engaged, and the fight was very hot. Our men fought all stoutly as ever was known; we had loss of some precious men, but without doubt the Dutch sustained a very considerable loss. The fight continued about 4 hours, so that about 8 o'clock, it growing dark, they were forced to leave off.

The *George* and the *Bonaventure* being much shattered and ready to sink, came in hither, and are mending. Captain Packe's leg is shot off in the fight, and Captain Lisle hath a wound in his shoulder that we fear will prove mortal. The Admiral and the rest fought with great valour and gallantry, but we have sustained loss, though I believe not so much as the Dutch. The Admiral lost in her 12 men in this fight, and received 60 shot in her hull; and so divers others have received loss, and we have many wounded men.

Sir George Ayscue kept as much as he could in ken of them all night, and is resolved, if possible, to engage them this day. And, accordingly, 500 men, big with courage and stoutness, are gone in small ships to recruit our fleet with men; and so they are gone towards the enemy. It being now about noon is the time we expect about which they may be engaged.

The number of the Dutch that engaged yesterday with Sir George Ayscue were 55 men-of-war ; we were but 41. Our Admiral, Vice-Admiral, and Rear-Admiral, with about five or six others, broke through their whole fleet, so as the 25 merchantmen ran away to the coast of France. What the event of this day will be the Lord alone knows, but our trust is in the Lord of Hosts, whom we hope is with us. By the next opportunity I shall (which I believe will be within a few hours) certify you of the success or event.

Plymouth, 17 August, 1652.<sup>1</sup>

344. *August ½<sup>8</sup>, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 31, pp. 79, 82, 83.]

The Council having taken into consideration the order of Parliament of the 9th of July last, authorising and empowering them to dispose of the goods and ships taken from the Dutch, and in pursuance thereof nominated Richard Hill, Samuel Wilson, and Robert Turpin Commissioners for the sale and dispose of them, to the end the proceed thereof may be kept upon a distinct account, and come clear to the State without being intermixed with other prize goods : and for the more orderly proceedings in reference to the Act of Parliament of the 13th of April, 1649, for sale of prizes having ordered the said Ric. Hill, Sam. Wilson, and Robt. Turpin, to give acquittances to the collectors of prize goods mentioned in the said Act of Parliament, for all such goods as they shall make sale of,

<sup>1</sup> This letter looks like that of a landsman. The one preceding it seems to have been written by some one on board during the action.



and given them instructions for regulating themselves in the execution of their trust, and to be subject unto the same check that the said collectors for prize goods are, it is ordered that the proceedings of the Council upon this occasion be humbly represented to the Parliament, and also that the Parliament be humbly moved, that the said Commissioners may be sent under such rules in executing their trust as are appointed and directed by the said Act of Parliament, and likewise that an oath be given them for the faithful discharge of the aforesaid trust.

That Peter Wall, master of the Sampson of Weymouth, have a warrant for the keeping of 12 men aboard his ship, provided he go not to sea without convoy.

That the Commissioners for sale of Dutch prizes do give order to their deputy at Dover to deliver unto the Commissioners of the Navy, or their instrument there, such provisions as they shall desire by a list under their hands, now on board the ships that have been taken from the Dutch, and are now in Dover, to be made use of for the speedy fitting forth of such ships there as are to be set forth in the service of the Commonwealth, a reasonable appraisement being first put upon the said provisions ; for the satisfaction and payment of the money to which these goods shall amount the said Commissioners for sale of Dutch prizes are to accept of a bill from the Commissioners of the Navy, payable by the Treasurer of the Navy.

That Richard Hill, Samuel Wilson, and Robert Turpin, appointed Commissioners for selling of Dutch prizes, do enter into several recognisances in the sum of 2,000*l.* apiece, with sufficient sureties, before the Commissioners appointed by Act of Parliament of the 17th April, 1649, for sale of

prizes, or any five or more of them, the condition of which is to be that they shall make a true account of all such moneys or goods as they or their deputies shall receive into their charge unto the Parliament or Council of State, or such as they shall appoint for that purpose. And that the said Richard Hill, Samuel Wilson, and Robert Turpin do, in the management of their said trust, observe and be subject to such rules and directions as are laid down in the above-recited Act of the 17th of April, 1649.

345. *August 1<sup>st</sup>, 1652.—THE COUNCIL OF STATE  
TO GENERAL BLAKE*

[S.P. Dom. xxiv. 105.]

Sir,—The Council writ unto you, the 15th instant, informing you of the intelligence we had received of a great fleet of Hollanders gone into the Channel, and thereby signifying our opinion to be that you should come with the fleet into the Channel (unless you had greater advantages before you). This letter from the Mayor of Plymouth of the 16th instant, signifying that Sir George Ayscue was in fight with the Dutch fleet, we received this evening, and have dispatched it away to you, to the end you may make the more haste unto the west, not knowing how it will please God to dispose of this engagement.

Whitehall, 18 August, 1652.

Enclosed a letter from the Mayor of Plymouth of the 16th instant.

Dispatched to { Yarmouth }  
                  { Southwold } by Mr. Priestly.  
                  { Deal by a flying post.

346. *August  $\frac{1}{2}$ <sup>8</sup>, 1652.—APPOINTMENTS BY  
COMMODORE RUYTER*

Commodore M. Ad. Ruyter having ordered his council of war on board by the usual signal, owing to the death of Vice-Commodore Captain Joris Pietersen van den Broucke yesterday evening, and the immediate necessity of appointing another Vice-Commodore in his place, we have unanimously resolved to elect, and we do hereby elect, to the post of Vice-Commodore, Rear-Commodore Captain Jan Arentsen Verhaeff, and in his place as Rear-Commodore we have appointed Captain Jan Gideonsen Verburch.<sup>1</sup>

(Signed) MICHIEL AD. RUYTER.

(In the absence of  
my father)

PETER VERHAEFF.

Captain J. G. VERBURCH.

FRANS PRYNSSEN MANGELAAR.

CORN. VAN VELSEN.

ROMBOUT VAN DER PAR.

Done on board the ship Neptune, the 28th August, 1652.

347. *August  $\frac{1}{2}$ <sup>8</sup>, 1652.—PROCEEDINGS IN COMMO-  
DORE RUYTER'S COUNCIL OF WAR*

[Archives of the Hague. Translated.]

Commodore M. Ad. Ruyter having summoned the captains of the fleet on board, in accordance with the usual signal, has submitted to them, amongst other things, that since the naval engagement with the enemy, it is most probable that their Admiral, Sir George Ayscue, has retired towards Plymouth with his fleet (which doubtless suffered greatly), there to repair the damages sustained by his ships; that it is advisable to go and seek them

<sup>1</sup> Here follows the usual order to obey the new officers.



there and fall upon them unawares ; therefore care must be taken that they do not suspect our coming, and very likely their commanding officers may be carelessly on shore, so that with God's help we might be able to destroy their fleet before they could get any further assistance to come and seek us out ; the captains having formulated their opinion and answer thereupon, the Commodore has taken further counsel with his council of war, and after careful consideration of all points we have unanimously agreed and resolved, and we hereby agree and resolve, to run with our whole force to Plymouth, and, if we find circumstances at all favourable, to attack and, with God's help, overcome them, or at least to fire and destroy them as the arts of naval and military warfare shall permit.

Done on board the ship Neptune, August 28, 1652.<sup>1</sup>

348. *August 1<sup>9</sup>/<sub>2</sub>, 1652.—THE PETITION OF THE WIDOWS OF THE SHIP'S COMPANY OF THE JOHN, LOST IN THE STATE'S SERVICE*

[S.P. Dom. xxiv. 106.]

To the Right Honourable the Council of State.

The humble petition of the widows of the ship's company in the John in the State's service, lost.

Shew,—That upon the general report of the said ship being lost in your Honours' service, for the debts your petitioners contracted since their husbands' departure, many of your petitioners are cast into prison, and so with their many children ready to perish thereby, the sight, and deep thoughts whereof, and the extreme necessity the rest of your petitioners

<sup>1</sup> Here follow the signatures as in No. 346.

are in, and not knowing how soon they may be also imprisoned if they be not timely relieved, causeth them

Most humbly to implore your Honours' compassion unto your most afflicted and sad petitioners, as to be pleased to grant a general order for the payment of the whole company of widows and orphans, of the said ship's company as can lay just claim to their wages for service done for the Republic, whereby your petitioners may be freed from the rigour of their creditors and put in a way to relieve them in their present condition.

And your petitioners shall pray, &c.

349. *August 1<sup>9</sup>/<sub>29</sub>, 1652.—NEWS FROM LONDON*

[Printed in *The Faithful Scout*, p. 654. B.M. Press Mark E, 796, 23.]

On the 14 instant General Blake sent abroad eight gallant frigates from Yarmouth Roads to ply off at sea towards the Ness for discovering of the enemy, being resolved the next flood to stand up to the coast of Holland with the whole fleet, in order whereunto divers gallant scouts were sent forth, the names whereof follow : Speaker, Foresight, Laurel, Assurance, Ruby, Mermaid, Diamond, Nightingale. Van Tromp is resolved to fight them, and to that end is drawing out a great fleet from the Maas and Schéveningen.<sup>1</sup>

350. *August 2<sup>0</sup>/<sub>30</sub>, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 31, pp. 90, 92, 94, 95.]

That it be referred to the Committee of the Admiralty to consider of the fitness of John Martin

<sup>1</sup> The last paragraph seems to have been due to the writer's imagination.

to be master of the Leopold frigate, and if they be satisfied thereof to order a commission for him to that purpose.

That the draft of a commission for private men-of-war which was now read to the Council be approved of, and be the form of the commission which is to be given by the Court of Admiralty to all such persons as shall go out as private men-of-war ; and the judges of the Admiralty are to prepare 14 blank commissions according to this form and send them to this Council with all convenient speed.

That the judges of the Admiralty and Advocate of the Commonwealth do prepare a draft of an Act to be presented to the Parliament, that for the speedy execution of justice in causes of freight and mariners' wages it be enacted that what decrees or sentences definitive shall be made or given in the Court of Admiralty for payment of freight or wages to mariners shall be put in present execution without being suspended by appeal or inhibition, unless the parties appellant shall actually lay down the money adjudged in the Court of Admiralty to be delivered by that Court to the mariners or parties to whom it is adjudged upon bail to stand to and abide the judgment of the judges' delegates in the case of appeal, and with such apt clauses as may be requisite for this business.

That such moneys as the collectors for prize goods have disbursed in relation to the Dutch prizes be defrayed, discounted, and allowed out of the proceed of the Dutch prizes, provided their disbursements be first allowed by Mr. Clement Oxenbridge, check master to the said collectors.

That the Commissioners appointed for the sale of Dutch prizes do give an acquittance to the collectors for prize goods for all such goods as they shall make sale of, and that the said acquittance



under the Commissioners' hands be a sufficient discharge to the collectors for the same.

That Mr. Clement Oxenbridge be appointed check master to the Commissioners for the sale of Dutch prizes, as well as to the collectors, and that instruction be given unto him for that purpose.

351. *August 20, 1652.—THE COUNCIL OF STATE TO THE NAVY COMMISSIONERS*

[S.P. Dom. xxiv. 108. Signed.]

Gentlemen,—We understand from General Blake (who is with the fleet between the South Sands Head and Blackness<sup>1</sup>) that he hath sent in the Fairfax and Entrance into Chatham, and the Centurion and Adventure to Deptford. We desire you to inform yourselves what men are come in with them, and that you take effectual care that the ships now going out may be supplied with men out of them. He informed us likewise that there is a want of victual in the fleet, especially for the 10 ships expressed in the enclosed list,<sup>2</sup> which are designed for especial service. We therefore refer it you to give direction for a supply of victuals for them; what is in this port we apprehend may be now sent away over the flats with a small convoy, the fleet

<sup>1</sup> *I.e.* Cape Grisnez.

<sup>2</sup> The list is in *S.P. Dom.* xxiv. 108 I.

Laurel.

Gillyflower.

24 April, Hannibal.

5 May, Prosperous.

1 May, Loyalty.

Katherine, 20 April.

John, 8 May.

Thomas and William,  
last of April.

Providence, 24 April.

Paul, a Dutch man-of-war.

There is nothing to explain the meaning of the dates; perhaps they refer to the dates on which the ships were last victualled.

lying where it doth. The rest of the victuals already ordered is in Dover and Portsmouth.

Signed in the name and by order of the  
Council of State appointed by authority  
of Parliament,

WM. HUNTER, President.

Whitehall, 20th August, 1652.

352. *August 20, 1652.—A LETTER FROM PLYMOUTH*

[Printed in *Several Proceedings*, p. 2384. B.M. Press Mark E, 796, 26.]

Sir,—Yesterday there was brought in a prize hither which was taken by Captain Naylor in a small hoy with two guns, which usually attends on Sir George Ayscue.

The prize is a Dutchman laden with salt upon the French account. She is about 120 tons burden, which hath been taken since the coming in of the fleet on Wednesday last.

Sir George Ayscue deserves much honour for his gallantry in the late engagement on Monday last with the Dutch fleet; had some of the merchants' ships in the fleet done the like,<sup>1</sup> he had banged the Dutch fleet to the purpose.

There is no certainty what hurt we have done the Dutch, more than sinking their Rear-Admiral and another ship; but they have doubtless many men slain in their fleet. We shot altogether low at them, and they received many shot in their hulls. They shot high at us, aiming thereby to spoil our masts, sails, and tackles, in which most of our ships

<sup>1</sup> A letter from Exeter, which follows this one, says, 'Some captains, it is here reported, were cowards, and did not their parts.'

received the greatest loss, and yet our Admiral had many shot in her hull.

I cannot learn of above 15 men of ours slain in all the fleet, and about 60 wounded, and most of them were hurt by an accident of powder, which was blown up. Our Rear-Admiral, Captain Packe, had his leg shot off, but I hope he is in a way of recovery of his health. Captain Lisle and another captain are likewise wounded, but not mortally, which is all the disasters I hear of in our fleet.

Plymouth, 20 August, 1652.

353. *August  $\frac{20}{30}$ , 1652.—NEWS CURRENT IN LONDON*

[Printed in *The Weekly Intelligencer*, p. 579. B.M. Press Mark E, 674, 20.]

I must in this place retract something made mention of before, for whereas it was expressed that Admiral Blake was sailed with his fleet towards Sir George Ayscue, it is certified that Sir George Ayscue is as yet in the Sound of Plymouth, and that General Blake being almost as far westward as the Isle of Wight was commanded back into the Downs, a body of Van Tromp's fleet standing off to sea, and supposed to steer their course this ward. He hath certified the Council of State that he hath lately taken eight merchants' ships, and most of them, if not all, very rich prizes, as the Golden Fleece from Amsterdam laden from Smyrna with silks and very precious merchandise, the Amsterdam of Amsterdam laden with oils and sugars, and four ships more, whereof two from the Straits, richly laden, and two from Portugal. In these eight ships were taken to the number of two hundred guns most of them brass.



354. *August 21, 1652.—ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 32, p. 4.]

That Mr. Robert Coytmor do further go down the river to hasten away the ships Sovereign, Antelope, Lion, London, Little President, and Renown fire-ships into the Downs; and in case they be not ready to sail, he is strictly to examine the reason thereof, and where the neglect hath been, and to certify the Council thereof; and what he finds wanting in any of those ships he is to send to the officers to whose charge the providing thereof appertains for supplying the same, and to use all other endeavours for hastening the ships away. And he is frequently to acquaint the Council with his proceedings, and all officers are required to suffer the said Mr. Coytmor to pass up and down at all seasons, and to be assistant to him therein.

355. *August 21, 1652.—INSTRUCTIONS FOR CAPTAIN REED, COMMANDER OF THE SHIP SOVEREIGN, UPON HIS GOING INTO THE DOWNS*

[R.O., Interr. I, 32, p. 4.]

1. You are with the ship Sovereign and the other ships (appointed by an order sent unto you the 20th instant to go in company with you) to repair forthwith into the Downs.

2. You are to use your endeavours to take and seize upon all ships, as well men-of-war as merchantmen and other vessels, belonging to the United Provinces or any the people thereof, or other enemies of this Commonwealth or to the French that shall come within your power, and secure the same by sending them into some of the ports of this Common-

wealth, or otherwise as shall be thought fit, without any embezzlement, until further order shall be taken.

3. You are hereby required and fully authorised by force to take and surprise or otherwise to burn, sink, or destroy all such ships or vessels that shall withstand or resist you in the execution of the foregoing instructions.

4. You are to give forth orders and directions to the other captains and officers that are to go in company with you pursuant to the foregoing instructions.

5. You are from time to time to observe such orders as you shall receive from the Parliament, the Council of State, General Blake, or Sir George Ayscue, and upon your arrival in the Downs you are to give notice thereof to the Council and to General Blake.

356. *August 31, 1652.—THE COMMITTEE OF THE STATES-GENERAL AND OF THE BOARDS OF ADMIRALTY TO THE STATES-GENERAL*

High and Mighty Lords,—To-day it has been resolved by us and the necessary orders given that all men-of-war now in Zeeland shall be ready to put to sea next Wednesday; hoping that this our intention shall be obeyed and carried into effect. We have appointed as commander-in-chief over them Vice-Admiral Witte Cornelissen de With, and also of the fleet now cruising in the Channel under Vice-Commodore de Ruyter, to be combined with the former one, in conformity with your H.M.'s dispatch and resolutions of the  $\frac{17}{27}$ . Trusting that all this will be well pleasing to your H.M., we, &c.

Middelburg, August 31, 1652.

357. *Aug. 22*  
*Sept. 1*, 1652.—ORDERS OF THE COUNCIL OF  
STATE

[R.O., Interr. I, 32, pp. 5, 6.]

2. That a letter be written to General Blake to let him know that the engagement of Sir George Ayscue's fleet with the Dutch is over for the present, to desire him that he will out of the fleet now with him dispatch to Sir George Ayscue 6 or 8 good frigates whereby he may be enabled by himself to re-encounter that fleet in case he can find it out, to let him know that Tromp's fleet is in preparation to come forth again, to desire him therefore to come back again towards the coast of Holland to attend his coming out, and to let him know that the Sovereign and the rest of the ships which are to come out of the river of Thames are to join with his fleet.

3. That a letter be written to the commander of Colonel Ingoldsby's regiment at Dover to desire him to make ready one hundred of his men in order to be put aboard the ship Sovereign in the Downs.

4. That a letter be written to Captain Read, commander of the ship Sovereign, to let him know that order is given to the commander of Colonel Ingoldsby's regiment at Dover to have one hundred men of the men of that regiment in readiness to be sent aboard the ship when she shall come into the Downs, to desire him therefore upon his coming thither to give notice thereof to the commander of the regiment that the said men may be sent aboard him.

358. *Aug. 22*  
*Sept. 1*, 1652<sup>1</sup>.— — ? TO THE COUNCIL OF  
STATE

[Printed in *Mercurius Politicus*, p. 1827. B.M. Press Mark  
E, 674, 17.]

On the [16th]<sup>2</sup> instant, Sir George receiving intelligence that there was a fleet of the Dutch bound

<sup>1</sup> Date of publication.

<sup>2</sup> According to No. 342 Ayscue sailed on the 15th. There is no doubt that the action was fought on the 16th.



westward, immediately called a council of war, being about 7 leagues off Plymouth ; whereupon a resolution was taken to stand over toward the coast of France, as the most probable course to meet with them ; and so it fell out, for the same day, being the 16 instant, between one and two in the afternoon, they got sight of the enemy's fleet, and presently made sail towards them, to discover their number, which by all computations were accounted 90 sail, 30 of them merchantmen, who left their fleet upon the first beginning of the engagement, and kept their course to the southward.

Sir George being but 38 sail, besides 4 fire-ships and 4 small vessels for scouts, came up with the enemy about 4 in the afternoon, and began the fight with great resolution, himself and six more charging through the whole body of the enemy's fleet, received very many shots in their hulls, but more in their masts, sails, and rigging, the enemy's main design being to spoil them, in hope thereby to make the better use of their fire-ships upon us. Nevertheless, Sir George tacked about and weathered them, and charged them all again, and so continued still engaged in the body of their fleet, till it was dark night.

The greatest loss we have received is that of Captain Packe, our Rear-Admiral, who had his leg shot off, who saith that he hopes God will strengthen him to venture the other leg for his country against the Dutch. Captain Lisle and Captain Witheridge are also sore wounded. Captain Jordan's pilot is likewise dangerously mortified, who with the Pelican seconded the Admiral. We have divers slain, and many wounded, for the enemy charged us one after another in order.

Our shot took most place in their hulls, as theirs did in our masts and rigging. Sundry great

shot went through our Admiral's cabin, but in his sails and rigging he had exceeding many; the Pelican the like, with each of her masts—main, fore, and mizen—where the balls still remain. Divers others were rent and torn, so that they might have been endangered had they met with any ordinary blowing weather.

We have not lost one ship in the fight unless it be a fire-ship, which, being surrounded by five or six of the enemy, and ready to sink by reason of some shot she had received in bulk, and much water in hold, was forced, as well for this cause as to relieve the Bonaventure (which otherwise had been carried off by the enemy), to set herself on fire, which was resolutely performed by Captain Smithson, her commander, who turned her among the enemy, and escaped himself and his company in his boat, though divers of them were hurt by an accidental blowing up of some of their powder.

As for the enemy's loss, it is best known to themselves. They fought very stoutly, and behaved themselves with great courage; but the night putting a period to the conflict, the enemy stood off, and we tacked about into Plymouth Sound to repair our ships for another dispute, the Dutch being resolved for another engagement. They are in the Channel, ten leagues south from the Dodman Point, near the Isle of Batz.<sup>1</sup>

<sup>1</sup> Printed Bassa. Up to this point this letter is reprinted with unimportant alterations in *A Relation of the late Engagement*, supplied by *The Faithful Scout*, after which the following narrative of late events is added:—‘A period being put to this encounter by the darkness of the night, the next day, being the 17th instant, our men found cause to repair their masts and rigging before they could well prosecute the enemy in such manner as they desired, they being got as far off from our fleet as our men could well descry them, and would by no means be invited near our coast, but stood for the coast of France. Ours kept sight of them all that day, standing with them to the south-

35 <sup>Aug. 22</sup><sub>Sept. 1</sub> 1652.—*COMMODORE RUYTER'S ORDERS  
TO THE SKIPPER, FRANS ROYS*

[Archives of the Hague. Translated.]

Commodore M. Ad. Ruyter herewith commands the Skipper Frans Roys to set off at once with his vessel and run to the northward of us, keeping the fleet just in sight, to look out for any ships that might perhaps miss our fleet, to warn them and send them in to us, provided, of course, that they are ships of our country, and if he shall chance to sight the enemy's fleet or any English ships, he is to come in again, firing all the while ; and he is to rejoin the fleet in the evening, omitting no part of these orders.

M. AD. RUYTER.

Done on board the ship Neptune, Sept. 1, 1652.

360. <sup>Aug. 23</sup><sub>Sept. 2</sub>, 1652.—*ORDERS OF THE COUNCIL OF  
STATE*

[R.O., Interr. I, 32, pp. 9, 10, 12, 14.]

That a commission be given to Captain Jordan to be rear-admiral of Sir George Ayscue's fleet, and to Captain Packe's brother to be captain of the

ward ; but the night approaching, and perceiving they could not engage them but upon the French coast (which as the condition then stood with our fleet would have been very dangerous upon the arising of any weather), they tacked to the northward, to have our own coast to friend, for the repairing of our masts and rigging to fit them for another dispute with the enemy. The 18 instant 2 of the scouts belonging to our fleet discovered them about noon near the Isle of Bassa, about 7 leagues off the French coast, standing southward. Whether they intend to stay in the Channel and engage us again is not known ; but supposed rather that they will go along that shore for Brest or Conquêt [printed Croquet] to repair the damages of their shipping. This 18 day, at night, our fleet came back into Plymouth Sound, where they are fitting themselves to find out the enemy again at sea.'



Amity, and the said commissions to be sent to Sir George Ayscue to be disposed of to them as he shall think fit.

That direction be given to the captains of the State's ships at Harwich to convoy the ships bound for Hull and other northern ports to their respective places, provided it be not to the prejudice and hindrance of the public service.

That a letter be written to the Commissioners of the Navy to acquaint them with what Captain Ball hath represented to the Council concerning the shortness of the number of his men appointed for his ship, to desire them to take the business into consideration, and, if they shall find it to be as is represented, they are to appoint such further number of men for that ship as they shall find necessary.

That it be referred to the Committee for Examinations to confer with Mr. Attorney concerning the business of one Captain Hall, which was committed to the examination of Mr. Attorney, and, according as they shall find the state of the business to be, they are either to continue the party under restraint, as he now is, or to take bail of him.

That a letter be written to the Committee of the Navy to let them know that the Parliament have ordered that the gratuity money, formerly given to the commanders and officers of the State's ships by way of augmentation of wages, should be paid, and allowed this year as the last, and to desire them, therefore, to give order for the payment of it according to the last year's list.

That the Lord Commissioner Whitelocke be desired to move the Parliament to take into consideration the Act of Parliament for granting of commissions for private men-of-war to such of this

nation as shall desire them, and also for the calling home of all such English seamen as are employed in the service of any foreign State or prince.

361. *Aug. 23,* 1652.—*THE COUNCIL OF STATE TO  
Sept. 2* *THE NAVY COMMISSIONERS*

[S.P. Dom. xxiv. 110. Signed.]

Gentlemen,—We have written several letters to you as well concerning the ship Marmaduke, and other ships ordered to be set forth into the State's service, as also touching many other particulars, whereof we have yet received no account from you, and are informed from other hands that there is either a total omission (as to many things we have given order in) or else so slow a proceeding upon them that our intent therein will no way be answered. We expected that the Marmaduke, the Falmouth, the Dutch ships at Dover, and the Peter should have been at sea by this time, and we understand that there is scarce any order given about some<sup>1</sup> of them, by reason whereof the public service will be much prejudiced. We again desire you to make all possible speed therein, and that we may know from you in what readiness they are, and by what time they will be fit to go forth. We have just now received yours of this day's date, and for what concerns the Love, and other ships of the same nature, you shall receive directions very suddenly, the whole business of the navy being under consideration. In the meantime we desire you to take into your consideration the ships Fairfax, Recovery, Entrance, and Centurion, which are already come in, as to the fitting them forth to sea with what speed can be. Those four ships

<sup>1</sup> 'Since' in MS.

being intended for part of the winter guard, and for the men that came home in them, we writ unto you for disposing them into other of the ships that are now in the river going forth and want men, concerning which we have yet received nothing from you. For the companies belonging to the Hart and Fortune frigates, we have heard nothing against the men belonging to the Hart, and therefore judge it fit they should have their wages; for the other it is informed they cried [quarter], and forced the captain and master to deliver that frigate, who otherwise would have brought her off. We desire you to examine their carriage therein; the master, John Wild, is in town, by whom you may be further informed, and as you find the truth of this fact you are to proceed accordingly. And herein we desire your dispatch, that such of them as you find fit may be again sent into the service, as also the men belonging to the Hart frigate. We left it unto you to provide such vessels to attend the Sovereign to prevent the danger of firing her, as were fit for that service, either with or without oars. We hear there are two ketches in the river, which we desire may be sent, and also that the two shallops in Dover pier may be ordered to meet her in the Downs. Some of the ships with Sir George Ayscue have received some hurt in their masts, sails, and rigging, which we hear you have been acquainted with for your direction, and that hitherto you have given no answer thereupon, which doth retard that service. We desire you to write to Mr. George Jones about the same, who hath undertaken the mending the said defects, and for rebuilding the Swan frigate, who received a disaster before the fight, and give order for paying unto him such charges as he shall be at upon this occasion. We have



sent you the copy of a letter written to us signifying the condition of the ship Falmouth.

Signed in the name, and by order of the  
Council of State, appointed by authority  
of Parliament,

WILLIAM HUNTER, President.

Whitehall, 23 August, 1652.

*Postscript.* — The Council is informed that the cables for the Antelope are not yet sent to her, whereby she is retarded in her going forth, which is an omission that we could not have expected in this exigency. We are informed that the number of men allowed to that ship is not sufficient to her bigness; we therefore desire you to advise thereof, and if you find it necessary for the service, to add to her fifty men more to the 200 already appointed to her.

362. *Aug. 23*  
*Sept. 2*, 1652.—*EXTRACT FROM THE REGISTER  
OF RESOLUTIONS OF THE STATES-GENERAL  
OF THE UNITED NETHERLANDS*<sup>1</sup>

[Archives of the Hague. Translated.]

The petition of the owners and freighters of the ship Spitsbergen, Jacob Stevens Spitsbergen, skipper, was brought before the Assembly for the second time, wherein the petitioners set forth that the skipper at Genoa, having taken on board a cargo of piece goods, was warned in his passage up the Channel by a galliot belonging to the said Board that the English were scouring the seas; and, therefore, to avoid the obvious danger to ship and cargo, he had been advised to run into St.

<sup>1</sup> Inclosed in a letter of the same date written to Ruyter by the States-General.

Malo; and that he had been lying there for some time past. The petitioners now beg that letters in duplicate be sent to the commander of the ships of war now cruising in the Channel aforesaid, charging him, as soon as circumstances permit, to send and fetch the said ship and others which he will doubtless find in the same place, convoying them to the fleet, and sending them on hither at the first convenient opportunity. After discussion thereupon it is decided and determined herewith to grant the said request; and a letter shall be written accordingly to the said commander, charging him to provide convoy in the manner aforesaid for the said ship and others lying at St. Malo, provided the same may be done without prejudice whatsoever to the orders already given on behalf of the country.

363. *Aug. 24*  
*Sept. 3*, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 32, pp. 15, 16.]

That the information given in against Bonner, appointed captain of the ship Marmaduke, be taken into consideration to-morrow morning by the Committee of the Admiralty, who are to examine the same and report thereupon to the Council with all speed.

That sixpence per diem be allowed for the keeping of such Dutch prisoners as have been taken and are secured at Falmouth.

364. *Aug. 24*  
*Sept. 3*, 1652.—*THE NAVY COMMISSIONERS TO THE COUNCIL OF STATE*

[B.M. Add. MSS. 9306, fol. 85.]

May it please your Lordships,—We very much admire who should be so bold to abuse you with

such false reports as relates to our negligence in putting your commands in execution, protesting, as in the presence of the All-seeing Eye, that there is no service required of us by any of your orders but we presently not only put them forward by ours to the inferior officers, but also reinforce them by many other remembrances as occasion requires, from time to time. And as to our not giving your Lordships notice of the state of the several ships ordered to be set forth, if your Honours think fit to appoint any one to view our registers (which would be tedious, either for us to transcribe or your Lordships to read), it will evidently appear that there has not been the least omission in anything on our parts relating to your service, neither as to the *Peter*, *Marmaduke*, *Falmouth*, and the Dutch ships at Dover nor any else.

We are glad to hear the whole business of the navy is under consideration, as hoping it will be for the better and not for the worse, wherein good advice would be taken and nothing done rashly which your Honours' wisdoms may prevent.

That your Lordships have heard nothing from us concerning the *Fairfax*, *Entrance*, *Centurion*, and *Recovery*, we could not possibly give you any account of their men, for that we know nothing of the last, and for the other three, they are but newly arrived at Chatham, and their men not come up ; only we are now paying off the *Adventure's* men, the most of them going into the *Antelope* with Captain Ball, and we are assured by the boatswain, who is here now with us, that her cables are on board, whosoever informs to the contrary. As to the vessels to guard the *Sovereign*, your order was positive, they should have oars, which hath obstructed us, but now we shall provide others for that purpose. We only wanted your pleasures



concerning the two ketches, as we long ago writ to your Honours; now they shall be dispatched away to the Downs as you require, as also the two shallops for Dover.

As to the misinformation concerning the ships with Sir George Ayscue, the copy of our letter, in our register, to him in that very hour we received his to us, will disabuse your Lordships and condemn the informer; indeed, we did not write to Mr. George Jones, not knowing whom Sir George had employed, but now shall write as your Lordships require, as also about repairing the Swan, though we have done so long ago. We shall also consider the number of men necessary for the Antelope, and return our opinions to your Lordships tomorrow, some of our brethren being absent at present.

And now, having given answer as well as we can to all your Honours' commands, we humbly pray your Lordships' favourable construction of us and our actions, and not to condemn us till we be heard, as being

Your Lordships' most humble servants,  
R[ICHARD] H[UTCHINSON], T[HOMAS] S[MITH].

Deptford, 24 August, 1652.

365. *Aug. 24*  
*Sept. 3*, 1652.—*THOMAS SPARLING TO THE*  
*ADMIRALTY COMMITTEE*

[B.M. Add. MSS. 18986, fol. 33.]

Right Honourable,—I desire to give your Honours notice that on the 18th instant of July I discerning three ships at a great distance from me, to which giving chase, after seven hours' time spent therein, they appeared to be two freebooters with whom I had formerly been engaged, having in their

custody a prize laden with French wines, which the said two Dutch men-of-war had taken from Mr. Cokyard, of Leith, in Scotland, occasioned, as he informs me, by one Barne Brion, captain of a private man-of-war, by whom, as the said Mr. Cokyard presents the cause to me, he was injuriously dealt withal to the great breach of public authority and contempt of the General's commands, as he himself is now present at London to demonstrate the same more at large to your Honours. The said prize I have secured at Plymouth, but I had former experience of the two men-of-war being too nimble for me, by that eighteen hours' chase of which I have formerly given your Honours account. I have now met with the Lily, by whom I have been assisted from the 21st instant unto this present, which I shall not fail to employ to the best advantage of the public service, but the Nightingale I cannot yet hear of. I have rescued several small vessels from the Brest men-of-war, but they themselves are too nimble for me; but now the Leley is come into my company, I hope I shall be able in a short time to give your Honours a better account than my former capacity could admit of. This being all at present from your Honours' obedient servant,

THO. SPARLING.

366. *Aug. 25,* 1652.—*ORDER OF THE COUNCIL OF*  
*Sept. 4*  
*STATE*

[R.O., Interr. I, 32, p. 28.]

That a letter be written to Captain Stevens, commander of the ship London, and Captain Ball, commander of the ship Antelope, to fall down to the ship Sovereign, and keep in consort with her.

367. <sup>Aug. 24</sup><sub>Sept. 3</sub>, 1652.—*FROM SIR GEORGE AYSCUE'S FLEET IN PLYMOUTH SOUND*

[Printed in *Mercurius Politicus*, p. 1846. B.M. Press Mark E, 674, 24.]

We have had very strong southerly winds which have hindered us from sending our ships so frequently as otherwise we should have done. But those that have gone out could not give any account of the enemy. Nor can we hear of them by any means, though several ships and vessels have come in from the westward. We suppose the great southern winds necessitated them to keep the French coast to friend.

368. <sup>Aug. 25</sup><sub>Sept. 4</sub>, 1652.—*THE COUNCIL OF STATE TO THE VICTUALLERS OF THE NAVY*

[S.P. Dom. xxiv. 114, i. Enclosed in No. 375.]

Gentlemen,—We, having already given sufficient direction for victualling the navy now abroad until the first of October next, desire you to take special care that they be victualled accordingly, the least omission wherein will be very prejudicial to the present affairs. The Council hath moreover resolved to keep out the said whole fleet until the last of October next, and therefore we desire you out of the 3,000 men's victuals already declared for, for the winter guard to provide 14,000 men's victuals for one month, and to issue out the same accordingly, and that those victuals be supplied out of the respective ports from whence they are to be issued in equal proportions, and not in fractions as hitherto they have been, to the disservice of the Commonwealth. And you are to use your utmost diligence in effecting what is hereby directed, and to give us frequent advertisements of your proceedings hereupon.

Signed, &c.

Whitehall, 25 August, 1652.



369. *Aug. 25,* 1652.—*THE NAVY COMMISSIONERS TO*  
*Sept. 4,* *THE COUNCIL OF STATE*

[B.M. Add. MSS. 9306, fol. 86.]

May it please your Honours,—We have received your commands for engaging men belonging to the ships newly come in to secure the ships now going forth, to effect which we thought the best way was by stopping some of their pay, and accordingly have stopped of each man 1*l.* 10*s.*, but find that raiseth so much clamour and discontent that we are scarce able to stay in the office. Which we thought fit to present this to your Honours, hoping to receive your pleasures therein speedily, as conceiving the stopping of their money not to be the way to engage them, but that we gave them the best language we can to gain promises from them.

The extraordinary defects of such of the State's ships as come up the river will require several docks whereby the better to take a view of what they want; and the State's docks, both at Woolwich and Deptford, being all full by the building of new frigates, but they, alleging the long time of their service, and their many necessities to go to their wives and other friends forthwith, and the ships' sudden departure not allowing so much time [as to repair<sup>1</sup>] frigates in them, we must make use of other shipwrights' docks nearest the yards, and most convenient; and such are offered unto us by the owners. But this being a thing we cannot do without your Honours' warrant, we humbly desire to receive your pleasures therein.

We remain, at your Honours' commands,

T. S[MITH].

R. T[HOMPSON].

25 August, 1652.

<sup>1</sup> These or some similar words must have been omitted in the MS.

370. *Aug.* <sup>25</sup>  
*Sept.* <sup>4</sup>, 1652.—*LETTER FROM ABOARD THE  
SHIP DRAGON*[Printed in *Mercurius Politicus*, p. 1845. B.M. Press Mark  
E, 674, 24.]

It pleased the General on the 24 instant to send six sail for the strengthening of Sir George Ayscue in the west. The Dragon, being the hindermost ship, descried a sail with her flag in the main-top. We presently gave her chase, and found her to be a very proper Holland ship. And it pleased God that about 3 of the clock in the afternoon we fetched her up, and between 5 and six were possessed of her.

The dispute was very hot because we were hand to hand, and no other frigate could come in to relief. We had not one man slain. The engineer's<sup>1</sup> arm was shot a little above the elbow, and 4 or 5 slightly wounded. Many of our men were sick, but God fought for them.

371. *Aug.* <sup>26</sup>  
*Sept.* <sup>5</sup>, 1652.—*LETTER FROM GENERAL BLAKE  
TO THE COUNCIL OF STATE*[Printed in *French Occurrences*, p. 105. B.M. Press Mark  
E, 674, 28.]

Right Honourable,—I have dispatched away the Convertine, President, Dragon, Convert, Sampson, and Golden Dove to reinforce Sir G. Ayscue, whilst we were beating it up to the westward. Upon this motion we took several Dutch ships, one of 26 guns mounted and ten in hold, that came from Mata,<sup>2</sup> in the Bay of Alicant, laden with wools, strong water, and salt.<sup>3</sup>

<sup>1</sup> Either this word is a misprint, or the Dragon must, for some reason, have had on board a military engineer.

<sup>2</sup> Printed 'Almat,' the Arabic article being prefixed.

<sup>3</sup> In an account given of this letter in *Mercurius Politicus*, p. 1844 (B.M. Press Mark E, 674, 24), is added here: 'Which ship fought with the Dragon for the space of three hours. There was another in her company, which put ashore near Dieppe, and was there bulged.'

We have likewise one of 20 guns, that came from the West Indies, laden with ginger, sugar, tobacco, the skipper whereof saith that about 8 weeks since he left Pr. Rupert with six ships in St. Christopher's Sound. Another with 18 guns, that came from Cabo de Verde, bound for America, and laden with hides and elephants' teeth. Another of 15 guns from Pernambuco, laden with sugar, brasil wood, and woad. Another smaller vessel with the like commodities, as also three prizes of wine and salt, some are already gone for Dover pier. The rest I intend to send thither, or for the river of Thames.

Yesterday was brought in to us a Lübecker that came from Lisbon, on board which was one Colonel Chester as a passenger: he was late captain of the Swallow, under Prince Rupert, who hath been in arms against us ever since 1643. I shall detain him here till your pleasure be known. We intend to remain here in the Narrow, and the Vice-Admiral plies between this and the Ness, for preventing the passing of any ships to and again.

372. *Aug. 26*  
*Sept. 5*, 1652.—*ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 32, p. 22.]

That Captain Hall be bailed, he giving good security for his appearance upon summons, and acting nothing prejudicial to the Commonwealth.

373. *Aug. 26*  
*Sept. 5*, 1652.—*GENERAL BLAKE TO VICE-ADMIRAL PENN*

[The Duke of Portland's MSS. Navy Papers, 1642-1696, fol. 163. Autograph signature.]

Forasmuch as it tends to the encouragement of trade and the clearing of the coast from those that endeavour to infect the same, that some part of the fleet should go a little westward, these are therefore to authorise you, taking under your command the

S 7



Speaker, Garland, Worcester, Nonsuch, Foresight, Sapphire, Portsmouth, Nightingale, Paradox, Gift pink, Hercules, Richard and Martha, to set sail, and between Dungeness and the French coast or thereabouts to keep plying by the space of three days, doing your best endeavour for the seizing, surprising, or destroying all ships and vessels you meet with going to or coming from any port or place not in amity with this Commonwealth; and in case of any such seizure or surprisal you are to take care that they be secured, the ladings preserved from embezzlement, and then brought hither. You are also to take notice that you go not further westward than the Ness,<sup>1</sup> that if there should be occasion for your return sooner I may know how to send unto you. Given under my hand aboard the Resolution, in the Narrow, this 26th of August, 1652

ROB. BLAKE.

374. *Aug. 26*  
*Sept. 5*, 1652.—*THE COUNCIL OF STATE TO*  
*THE COMMISSIONERS OF THE NAVY*

[S.P. Dom. xxiv. 112. Signed.]

Gentlemen,—We having taken into consideration yours of this day concerning the unlikeliness of engaging the mariners which served aboard the ships sent in from the fleet, to go speedily aboard such other vessels as are to go out, by detaining part of their wages for some time, have thought fit that you proceed to pay them fully off, and therefore desire you to do the same accordingly, and as for supply of the docks which you mention are wanting for the repairing and fitting forth such ships as are lately come in, you are to make use of such as you shall find most fitting and convenient for that service,

<sup>1</sup> Dungeness.

and we desire you to take what care you can to engage the seamen to serve in the ships now going out.

Signed in the name, and by order of the  
Council of State appointed by authority of  
Parliament,

WILLIAM HUNTER, President.

Whitehall, 26 August, 1652.

375. *Aug. 27*  
*Sept. 6*, 1652.—*THE COUNCIL OF STATE TO*  
*COMMISSIONERS OF THE NAVY*

[S.P. Dom. xxiv. 114. Signed.]

Gentlemen,—The enclosed is a copy of a letter written by the Council to the victuallers touching the victualling of the fleet, which we desire you to take into your consideration and care, that our directions on that behalf may be observed, and put in effectual execution in such manner as you will find them expressed in the said enclosed letter; and likewise that you will upon consideration of the present stations of the fleet (which is known unto you) appoint the victuallers in what ports they are to provide the 14,000 men's victuals for a month, that so this service be not retarded for want of directions on that behalf. The merchantmen now in the State's service are also to be continued out until the last of October certain, and therefore we desire you to take care that the owners be agreed with accordingly. The victuallers have desired of us a convoy for the victuals now ready in the Hope. We conceive it will not be fit to send them about with the Sovereign, but rather that the ship *Love*, whereof Captain Rouse is commander, and now in the river, be sent as a convoy with them over the flats, if she be ready to go with them. To which

purpose you may take her into the service until the end of October next, and if she be not victualled and otherwise ready to go out for so long a time, she may convoy the victuals unto the fleet, now in the Downs, or near Dover, and return again to victual. If the aforesaid occasion cannot be served this way, you are to provide some other means for sending away the said victuals. We have received yours of the 24th, and do receive very little satisfaction in the particulars therein mentioned, and do again desire to know in what readiness the ships last ordered to be sent out are in for going forth to sea, and the reasons why there hath been so much delay therein.

Signed in the name, and by order of the  
Council of State appointed by authority  
of Parliament,

WILLIAM HUNTER, President.

Whitehall, 27 August, 1652.

376. <sup>Aug. 27</sup><sub>Sept. 6</sub>, 1652.—*THE COUNCIL OF STATE TO  
THE COMMISSIONERS OF THE NAVY*

[S.P. Dom. xxiv. 115. Signed.]

Gentlemen,—The Council writ unto you this day concerning the victuals which are forthwith to be provided, as also concerning the ship *Love*, and other things, and hope that letter is come to your hands, although you make no mention thereof in yours of this date, which we received this afternoon, and the particulars therein we shall take into speedy consideration, and return you an answer thereunto. We have this day received a letter from General Blake, who is in the Narrow, signifying to us his wants of masts, yards, cordage, and other petty stores, which Dover affords not, and until these come



unto him, the Nonsuch, Advice, Drake, and Merlin frigate are in a manner unserviceable. The 2 first having lost their fore-masts and boltsprits, and the latter maimed in their masts. We desire you to give orders for his speedy and effectual supply with the aforesaid particulars, that the present service he is now designed unto be not for want thereof retarded. Concerning the ship Love, we further desire you to continue her in the State's service till the last of October next ; wherein you are to take care that whatsoever time the captains or owners shall expend in bringing the said ship on shore, to grave, revictual, or fit out to sea again, the freight of the ship's hull as to that time shall be abated from the owners upon the balance of the account of that ship's delay therein.

Signed in the name, and by order of the  
Council of State appointed by authority  
of Parliament,

WILLIAM HUNTER, President.

Whitehall, 24 August, 1652.

377. *Aug. 28*  
*Sept. 7*, 1652.—*GENERAL BLAKE TO VICE-ADMIRAL PENN*

[The Duke of Portland's MSS. Navy Papers, 1642-1696,  
fol. 165. Autograph signature.]

Just now I have received intelligence from the Commander-in-Chief of the sea forces before Dunkirk that the Holland's fleet, consisting of sixty sail, were yesterday ready to sail out of the Vlack ;<sup>1</sup> I have therefore hasted Captain Moulton unto you, that you may return forthwith with your squadron hither :

<sup>1</sup> Flache in MS. The Vlack is marked in old Dutch maps as a shoal off Rammekens, but the name is not to be found in modern charts. No doubt Blake applies the name to the channel in which the shoal is. See the entry in De With's log for

*Aug. 27*  
*Sept. 6* P. 337.

whither they are bound the informer knows not, but desires to have no notice taken of him lest upon discovery he should receive damage other ways. We are taking the best course we can with the prizes you sent in, in reference to the manning of them, &c., which is all at present from

Your very assured friend,

ROB. BLAKE.

28 August, 1652. At anchor off Dover Road.

378. *Aug. 29*  
*Sept. 8,* 1652.—*COPY OF ORDERS FROM COM-MODORE RUYTER TO MASTER GEROEN CORNELISSEN, WITH LETTERS TO THEIR HIGH MIGHTINESSES, ETC.*

[Archives of the Hague. Translated.]

Commodore M. Ad. Ruyter herewith commands the Skipper Geroen Cornelissen to proceed with his vessel as quickly as possible to Zeeland, using all his seacraft to avoid the English ; and if it should chance that he is chased by any English ships, and he is forced to run his ship aground to escape them, he shall use every endeavour to reach Calais, and thence on to Zeeland, to deliver the letters to their H.M. At Calais he is to apply to Heer Glarsyes, their H.M.'s agent, who is herewith requested (if need be) to give him every possible assistance.

Done on board the ship Neptune, the Sept. 8, 1652.

379. *Aug. 29*  
*Sept. 8,* 1652.—*FURTHER ORDERS FROM THE SAME TO THE SAME*

[Archives of the Hague. Translated.]

Commodore M. Ad. Ruyter herewith commands Master Geroen Cornelissen, that if on his way to Zeeland he chance to fall in with any ships of war,

he is to allow the captains thereof to read and take a copy of these orders, that they may know that our rendezvous during the present month of September, for the Commodore's fleet, is in latitude  $48^{\circ} 45'$  to  $49^{\circ} 20'$ , and westward of Ushant and the Scilly Isles from twelve to twenty miles—in order that they may conform themselves thereto. And the following is the signal by which we shall recognise one another; the ship nearest the wind shall clew up her foresail, and fly a flag at the mizen; the other, seeing this, shall haul up his clews, and also run up a flag on the mizen; and the ship coming up is charged to fire a shot from time to time, in order the better to attract attention.

Done on board the ship Neptune, Sept. 8, 1652.

380. *Aug. 29*  
*Sept. 8* 1652.—ORDERS OF COMMODORE  
RUYTER

[Archives of the Hague. Translated.]

Commodore M. Ad. Ruyter and his council of war hereby give especial orders and commands to all captains and officers in general, and to each of them in particular, that they and the ships under their command shall pay better heed to their seamanship, and see that the fleet is drawn up more compactly of an evening, each ship closing up to that next to windward, under penalty that any one found doing the contrary shall be punished as the case deserves; and if the matter cannot be dealt with here, it shall be put into the hands of the fiscal<sup>1</sup> of your H.M. to be proceeded with according to law. And to the end that no one hereafter may complain of ignorance, we have given to each individual captain a copy of this our resolution; and the

<sup>1</sup> A public prosecutor. See p. 201.



Honourable Joannes Piggen is hereby appointed fiscal for the time being, with orders to make careful notes and observations.

MICHIEL AD. RUYTER.

JAN AARTZOON VERHAEFF.

Captain J. G. VERBURCH.

FRANS PRYNSEN MANGELAAR.

CORN. VAN VELSEN.

ROMBOUT VAN DER PAR.

Done on board the ship Neptune, the <sup>29th August</sup><sub>8th Sept.</sub>, 1652.

**381.** <sup>Aug. 29</sup><sub>Sept. 8</sub>, 1652.—*COMMODORE RUYTER TO THE BOARD OF ADMIRALTY OF ZEELAND*

[Archives of the Hague. Translated.]

My Lords,—I cannot neglect to inform your noble and powerful Lordships how, in accordance with your Lordships' orders, we sailed down the Channel as far as Plymouth with the fleet and the merchantmen, keeping to the French coast, where, about two in the afternoon of the  $\frac{1}{2}$ <sup>6</sup>th, the wind being N.E., we saw 45 sail to the northwards, towards which we sailed forthwith. They proved to be Admiral Ayscue, with 40 men-of-war and 5 fire-ships, taking great and small together. About 4 or 5 o'clock we ran into the midst of their fleet, and we attacked one another furiously, we having twice fought our way through their fleet; but if we had been able to get the wind of them with our ships, as they did of ours, we should, with God's help, have utterly routed the foremost of them; for I, with 6 or 7 of our ships, was in the midst of their fleet between the Admiral and Vice-Admiral, and our Rear-Commodore, Captain Jan Arentsen Verhaeff, of Rotterdam, was close under their lee with the rest of the ships; some of them bore themselves excellently and made [a good] defence; yet, if we could

have had the use of our fire-ships, which were all to leeward, we should soon have made an end of them. The evening closed in, and about 7 or 8 we separated, the English taking flight to the north. Some of our ships were much damaged with shot, and we also had to look after our merchantmen which—especially those bound for the Straits—were much scattered. In this action we lost about 50 or 60 men and 40 or 50 wounded, yet we are confident that we played a good game with the Englishmen, and that their ships too were much damaged, one having taken fire and one being sunk. What further injury they received is unknown to us, as we lay to with our lights burning in order that they might lie by us.<sup>1</sup> In the morning of the  $\frac{17}{27}$ th we saw them two and a half good miles to windward, and we continued to keep up with them till after midday, running southward,<sup>2</sup> so that they might bear down upon us; but as they did not, we let the rest of the merchantmen depart with the two convoyers—that is to say, the men-of-war appointed by your H.M. for that purpose, as we knew well that there was no enemy to the westward of us.

The same evening, Vice-Commodore Joris Pietersen van der Broucke, of Friesland, died of a natural disease, and we put in his place our Rear-Commodore, Captain Jan Arentsen Verhaeff; who, although wounded, can very well perform his duties through his son, an able young man, his lieutenant, till he is altogether cured, and I have put Captain Jan Gideonsen Verburch, of Amsterdam, as Rear-Commodore. On the  $\frac{18}{28}$ th we resolved to

<sup>1</sup> To attract the English in the hope that they would renew the fight in the morning.

<sup>2</sup> This is unintelligible as it stands, as both fleets must have been beating up against a northerly wind to keep together. Probably Ruyter intended to say that after the failure of his effort to bring on another engagement, he stood to the southward to collect his merchantmen.

convoy Captain Andries Fortuyn, of Zierikzee, till we were past Brittany,<sup>1</sup> and [then] to let him sail on to Brest, that he might make provision for his ship, of which two masts and both pumps had been shot to pieces and the ship severely damaged in the bows. After that we are to follow the plans and orders of their H.M., lying between Ushant and the Scilly Isles.<sup>2</sup> Be so good as to inform their H.M. that our ships and men were in a bad condition before the action, and are consequently now in a worse one, and we are at present very scantily provided of surgeons, and are badly off for powder and shot, wherefore we pray your noble Lordships to assist us with as much haste as possible, as the English fleet will undoubtedly grow stronger every day. On the  $\frac{18}{28}$ th I went on board Captain Fortuyn's ship, with some captains and carpenters, finding her very badly damaged. Yet, with the assistance of the whole fleet, so much was done that the ship was very reasonably patched up, so that she is enabled to keep up with the fleet. On the same day we unanimously resolved to seek out the English and to attack them according to the accompanying resolution, but whilst we were preparing to carry out this plan, a galliot came in with letters from your Lordships, the contents of which we shall endeavour to follow in everything so far as is in our power. I have ordered the skipper to keep with us this night, that I may dispatch him to-morrow with the answer, hoping that by that time our resolution will have been successfully carried out. During the night, however, the wind shifted to the S.S.E. with a stiff gale. We, being about two miles south of the Start, were forced to break off our designs, it not being desirable to

<sup>1</sup> *I.e.* till we were past the western point of Brittany.

<sup>2</sup> 'Sorles,' no doubt a contracted form of 'Sorlinges.'



remain on a lee shore. We therefore put our ships' heads to the S.W., in order to keep our heavy ships and slow sailers out of danger.

On the  $\frac{20}{30}$ th I intended to write to your Lordships, but in the night the galliot carried away her mast and parted from us without our having any knowledge of what had happened. On the  $\frac{21}{31}$ st in latitude  $49^{\circ} 15'$ , four Caribbee traders reached us, two of Amsterdam and two of Zeeland, and on  $\frac{\text{Aug. } 22}{\text{Sept. } 1}$  they left us in the evening, shaping their course for Havre de Grâce, to keep their meeting there.<sup>1</sup> On  $\frac{\text{Aug. } 23}{\text{Sept. } 2}$  we were in sight of the Lizard, W.N.W. at a distance of five miles. We stood again southwards till 3 in the morning, and met Captain Marcus Hartman and Captain Jan van Semalo, as well as Captain Mangelaers' prize, together with a cruiser from Middelburg, [commanded by] Al. Arentsen.<sup>2</sup> On  $\frac{\text{Aug. } 26}{\text{Sept. } 5}$  three Hollanders<sup>3</sup> came up to us, having left St. Martin's, laden with salt. On  $\frac{\text{Aug. } 27}{\text{Sept. } 6}$  a ship of the same company; on  $\frac{\text{Aug. } 28}{\text{Sept. } 7}$  in the evening, Al. Arentsen, captain of the privateer, whom we had dispatched on  $\frac{\text{Aug. } 24}{\text{Sept. } 3}$  with letters for your Lordships, came up with us off the Start, which lay N.E. from us about 5 or 6 miles off. He told us that he had spoken a ship of Lübeck, which had been 12 days with Admiral Blake's fleet of 72 sail, and had left him off Beachy Head on August  $\frac{20}{30}$ . He informed us that the Admiral was doing all he could to make to the westward, so that we are bound to remain to westward of him, that according to the orders of their H.M. we may await the merchantmen from Spain. We, therefore, beg your Lordships to

<sup>1</sup> This seems to mean that they and other homeward-bound ships were to collect there for a convoy.

<sup>2</sup> Called Abram Harensen in Ruyter's log, pp. 199, 200.

<sup>3</sup> *I.e.* ships of the province of Holland.

send us all the help you can, as we are not strong enough to make head against so powerful a fleet, or to withstand it with advantage, seeing that it is more numerous than ours by 30 men-of-war. Your Lordships will, therefore, do well to consider the matter. We have resolved to-day in the council of war to send off a quick-sailing boat to your Lordships with information how things are going here, and I have determined to cruise to the westwards between  $48\frac{1}{2}^{\circ}$  and  $49^{\circ} 20'$ , as the northern limit, and from 12 to 20 miles westward of Ushant and the Scilly Isles. Remaining

MICHIEL AD. RUYTER.

Dated in the ship Neptune, Sept 8, half-seas over between the Start and the Lizard.

**382. LIST OF COMMODORE RUYTER'S FLEET**

[Brandt, *Het Leven en Bedryf* (ed. 1794), I, 59.]

Commanders	Ships	Guns	Men
Commodore de Ruyter, in the ship of Captain Jan Pouwelszoon . . . .	Neptunus . . . .	28	134
Jan Pietersen van den Broucke, Vice-Commodore .	Westergo . . . .	28	98
Jan Arentsen Verhaeff, Rear-Commodore . . . .	Rotterdam . . . .	30	120
Joost Banken the Younger .	De Liefde . . . .	26	86
Jacob Sichels . . . .	't Waf[en] van Swed[en] . . . .	28	95
Frans Prynzoon Mangelaar .	De Liefde . . . .	30	110
Kornelis Evertsen the Younger	Vlissingen . . . .	26	110
Klaas Jansen Sanger, in whose place the Skipper Jan Vereyke commanded the ship . . . . .	't Galeas van Mid-delburg . . . .	27	104
Kornelis Kuiper . . . .	Der Goes . . . .	26	109
Leendert den Haan . . . .	de Haas in 't veld	30	108

Commanders	Ships	Guns	Men
Andries Fortuyn . . .	D'Eendraght . . .	24	98
Laurens Pensier . . .	St. Jan . . .	26	100
———? Lonke . . .	De Faam . . .	30	110
Rombout van der Par . . .	Albertina . . .	24	20
Aldert Pieteren Quaboer . . .	De Schaapherder . . .	28	80
Hans Carelsen Becke . . .	Sara . . .	24	85
———? Wagenaar . . .	Graaf Henrik . . .	30	100
Gabriel Antoniszoon . . .	Medemblik . . .	26	100
Reinier Sekema . . .	Hect[or] van Troye . . .	24	70
Jan Jansen van der Valk . . .	St. Pieter . . .	28	122
Kornelis van Velsen . . .	Gelderland . . .	26	90
Jan Egbertsen . . .	Gouda . . .	28	86
Jan Gideonsen Verburch . . .	Graaf Will[em] . . .	—?	120
Isaak Sweers . . .	———? . . .	—?	130
Lucas Albertsen . . .	———? . . .	—?	—?
Pieter Salomonszoon . . .	De Vreede <sup>1</sup> . . .	40	200
Douwe Aukes . . .	De Struis[vogel] <sup>1</sup> . . .	40	200
Symon van der Slaak . . .	———? . . .	—?	—?
Klaes Saal . . .	———? . . .	—?	100
Manuel Salinx . . .	D'Ertse[ng]el Michiel . . .	—?	120 <sup>2</sup>

### 383. ACCOUNT OF THE SEA-FIGHT BETWEEN AYSCUE AND RUYTER<sup>3</sup>

[Brandt, *Het Leven en Bedryf van de Heere Michiel de Ruiter*,  
1794,<sup>4</sup> i. 60. Translated.]

The fleet of the country had before this consisted of about three-and-thirty sail, but three ships were

<sup>1</sup> A marginal note states that these two were fitted out by the Chamber of Amsterdam for the East India Company.

<sup>2</sup> To these are added six fire-ships and three galiots. There were, therefore, 30 fighting ships, of which 24 carried 677 guns, whilst 28 carried 3,055 men.

<sup>3</sup> This account is inserted as, though it is not strictly contemporary, it is founded on materials only some of which have been available for publication in this volume.

<sup>4</sup> I quote from this edition as it is fuller than the original one.



missing : the *St. Niklaas*, the *Gelderland*, out of the *Maas* ; and another *Gelderlandt* commanded by Capt. *Degelcamp*. . . . From this we may conclude that the Dutch fleet was far from being equal to the English, in respect to the size of the ships and the number of the guns and the crews. Moreover, *Commodore de Ruyter* was cumbered with some sixty merchantmen, with which the English were most concerned. A few days before he had put everything in good order, dividing his fleet into three squadrons. The first he himself commanded as *Commodore* ; the second *Captain Joris Pieterszoon vander Broucke*, as *Vice-Commodore* ; the third *Capt. Jan Arentsen Verhaeff*, as *Rear-Commodore*. He assigned two fire-ships to each squadron, charging them to hold themselves in readiness at all times, and, when they were in the presence of the enemy, to do their uttermost to lay the largest ships on board, and to set them on fire. The skipper *Frans de Roys*<sup>1</sup> was ordered that if he saw any Dutch ship in a sinking condition, or on fire from the enemy's shot, he was to make up to her with all speed, and take off the crew with his boat or galliot. The unarmed merchantmen had been divided and attached to the different squadrons, and the remainder, which could defend themselves, were placed near the defenceless ones, that they might assist them, if they were in evil case.

About four o'clock in the afternoon the fleets approached one another. *Commodore de Ruyter* had encouraged his men betimes, and had seriously urged them to fight like men for their fatherland and the freedom of the sea. He now took up his station in the centre with his own squadron, having the *Vice-Commodore van der Broucke* on the right and *Rear-Commodore Verhaeff* on the left. The engage-

<sup>1</sup> Commanding one of the three galliots.

ment was unusually fierce and sharp. De Ruyter fought his way twice through the English fleet ; and if he had been able to gain the wind, as they had it, he might perhaps, in the judgment of men of understanding, have completely defeated them, especially as the Dutch fire-ships, which were then to leeward, would have been able to come up. De Ruyter being with only six or seven ships in the middle of their fleet lay for some time between their Admiral and Vice-Admiral. The Rear-Commodore Verhaeff was close under their lee with the rest of the States' ships, some of which behaved badly, though others quitted themselves excellently, fighting with extreme courage, both in attack and defence according to circumstances. Captain Andries Fortuyn of Zierikzee, with his ship the *Eendraght*, was amongst the first to fall into the midst of the enemy, when the engagement was so hot that his ship was wholly disabled ; yet in the end he contrived to secure her and to bring her off. One of the English ships was set on fire by our shot.

Amongst other deeds seen on this occasion was the heroic action of a Frieslander, from whom I cannot keep back the praise deserved by him, through keeping silence on his brave deed. He was Douwe Aukes, in command of an East Indiaman called the *Struisvogel*,<sup>1</sup> a ship which had been equipped for war. This ship pressed far into the midst of the enemy's fleet during the fight, and was so fiercely attacked that her crew, seeing no relief at hand, lost all courage, and were so emboldened by their fear that they tried to force their captain to surrender, but only caused his courage to overflow. He betook himself to the powder magazine with the linstock in his hand, where he called out at the top of his voice : 'Take courage, my children, take

<sup>1</sup> The Ostrich, see p. 147, note 1.

courage. I will show you the way, and as we can no longer withstand our enemies, I will free you all from imprisonment with the help of the stick in my hands.' He then swore that if they spoke again of surrender, he would thrust the linstock into the powder. This valiant resolution, or rather the fear of certain death, terrified the enemy, and gave to his own men so much heart, that they determined to hold out to the uttermost, and to the last drop of their blood. They were then able to make such good use of their guns that they sunk two English ships and drowned in them eight hundred men, and handled a third so roughly that she heeled over and had enough to do to save herself in the nearest English harbour. Others, however, write that two English captains with their large ships fell on board of him, on either side, expecting to take down his pride; but Douwe let them come close up without firing a shot, and then gave a broadside first to one and then to the other, with the result that one was sunk and the other took to flight. After that a third unexpectedly ran aboard of him, and threw so many of his men on board, that the courage of the defenders sank so far that they wanted to surrender the ship, upon which he threatened to thrust the linstock into the powder, and so, as has been told, roused them by his bravery to think of their duty. Afterwards there was an opening through which he could escape out of the press and join his own fleet.

At last the evening began to fall, and the fight came to an end between seven and eight, after which the English fled to the northwards. They were the less followed as some of the Dutch ships were considerably shattered, and it was necessary to look after the merchantmen which were much scattered. After the fight Commodore de



Ruyter, considering the inequality of the forces engaged, was astonished at the result, and he was heard to say : ' When Almighty God gives courage, the victory is sure. This work is God's doing, and we cannot account for it.' There were found in the Dutch fleet, of which not a ship had been lost, about fifty or sixty dead, and forty or fifty wounded. The ship of Captain Andries Fortuyn, of Zierikzee, was damaged by the enemy's fire, both the pumps being shot away, the masts being shot through in three or four places. She also had seven or eight shots below the water-line, so that the help of many carpenters and others was needed to provide absolutely necessary repairs, and to keep the ship with the fleet. De Ruyter himself kept under easy sail the whole night with his ship, employing the time in fishing the masts, and mending the sails and rigging. Each ship carried three lights in the stern and one in the top, in order that the merchantmen might recognise them in the dark, and the enemies—if they thought fit—keep by them. In the morning, however, the Dutch perceived that the English were a mile and a half to the windward.

On this Commodore de Ruyter called all his captains on board, and it was resolved to follow the enemy till noon,<sup>1</sup> and then, if they did not stand to it, the merchantmen bound for the Straits were to be sent off. Upon this our fleet attempted to approach the enemy, running with them on a southerly course till the afternoon, hoping that they would fall down to leeward. As, however, they did not do this, the merchantmen were allowed to depart in the evening with two men-of-war sent by their H.M. for their convoy, it being known that there were no more ships of the enemy to the westward. That evening the Vice-Commodore Captain van der Broucke died

<sup>1</sup> See p. 143, note 2.

of sickness, to whose place Captain Jan Arentsen Verhaeff was promoted on the following day, August  $\frac{1}{2}$  8, and Captain Jan Gideonsen Verburch made Rear-Commodore. Verhaeff was wounded in the fight, but his son, the lieutenant of the ship, a brave young man, took charge of everything till he was thoroughly cured.

On the same day Commodore de Ruyter summoned all his captains on board, and addressed them as follows : ' It is very probable, gentlemen, that Ayscue retreated to Plymouth with his fleet after the fight in order to repair his great damages. I therefore think it advisable to seek out the English there, and to fall upon them unexpectedly. It is to be supposed that they will have no suspicion of our coming, and that their commanders will have gone carelessly on shore. With God's assistance we may defeat and destroy their fleet, before they can procure reinforcements to seek us out and attack us. In the last fight we were able to perceive their faint-heartedness, from which it is clearly to be seen that if we attack them again, while they are in complete disorder, we shall have the greater advantage over them. We have put to flight the enemy, when we were encumbered with so many merchantmen, and that too without the help of our fire-ships, whilst they were far stronger than we were, besides being in possession of the wind. Some of our captains, too, forgot their duty by reason of cowardice, and those who know themselves to have been at fault will now have a good opportunity of wiping off their shame by new acts of bravery. It will be more honourable for our fatherland, and the victory will be more glorious if we seek out the enemy at Plymouth, and fight him on his own coast. Such blows will be most felt. The righteousness of the cause which we maintain, and for which this fleet is

set forth, as well as the courage of all here, promises me the victory, and assures me that the enemy will soon see what remains to them after their shipwreck dashed to pieces upon their own coast.'

The captains, upon this address, expressed their acceptance of the plan, and the Council of War resolved to put it in execution; but when they prepared to carry it out on the  $\frac{20}{30}$ th, the wind changed in the night to S.S.E., and finally settled in the S., blowing hard, the fleet being about two miles from the Start. Upon this it was necessary to abandon the design, it being undesirable to approach a lee shore. The fleet had therefore to head for the S.W. in order to keep the heaviest ships and the slowest sailers out of danger, as well as to cruise in search of the merchantmen from the Mediterranean and other ships approaching. The result of the engagement, put briefly, taught the English that the armaments of the Parliament were not invincible; for Ayscue, who lost in the fight three of his best ships and more than 1,300 men, both soldiers and sailors, had enough to do to reach safety in Plymouth; whereas de Ruyter kept the sea as a clear proof of his victory. The only advantage of the English was that, in consequence of their having the wind, they were able to retreat, without its being possible for the Dutch to cut them off or hinder their escape.

384. *Aug. 30*  
*Sept.*, 1652.—ORDERS OF THE COUNCIL OF  
STATE

[R.O., Interr. I, 32, pp. 31-34.]

That the ships Antelope, London, Little President, and Renown be ordered to repair to General Blake and receive his orders.

That a letter be written to the Commissioners of



the Navy to view the 5 prizes lately sent in by General Blake, and give an account to the Council how soon they may be fitted out as men-of-war and at what charge; to let them know that the ships Hercules, Richard and Martha, Reformation, and Giles merchants' ships with General Blake are to be continued out their eight months complete, to desire them therefore to give order that if the said ships shall need any supplies that they may be sent unto them.

That the petition of the merchants of Bideford and Barnstaple desiring convoy be referred to the consideration of the Committee for the Admiralty.

That a letter be written to the victuallers of the navy, to let them know that they are to give order to their deputy at Hull for the speedy victualling of the ship Convert.

That the paper sent in from the Commissioners of the Navy, offering how the frigates sent in from General Blake may be repaired, be referred to the consideration of the Committee for the Admiralty.

That the petition of the ship's company lately belonging to the Hart frigate be referred to the consideration of the Committee for the Admiralty, who are thereupon to report to the Council what they think fit to be done therein.

That a letter be written to the Commissioners of the Navy to desire them to give a speedy account to the Council why the ships Swiftsure and new frigate at Woolwich are in no better forwardness.

That the Lord Commissioner Lisle be desired to move the Parliament to take into consideration the two Acts, the one concerning the giving letters for private men-of-war, and the other for the calling home of all English seamen from the service of foreign States and princes.

385. *August 30, 1652.—INSTRUCTIONS FROM THE COUNCIL OF STATE TO CAPTAIN BALL UPON HIS REPAIR TO THE SOUND*

[S.P. Dom. I, 32, p. 34.]

1. You are forthwith to go to the Sound with the squadron of ships ordered for that purpose by the letter you shall herewith receive, and there take into your charge such English ships as are homeward bound from thence, and use your best endeavours to carry them safely home to their several ports.

2. You are to use your best endeavours to take and seize upon all ships, as well as men-of-war, merchantmen, and other vessels belonging to the United Provinces or any the people thereof or other enemies of this Commonwealth, as to the French that shall come within your power, and secure the same by sending them into some of the ports of this Commonwealth, or otherwise as shall be thought fit, without any embezzlement, until further order shall be taken.

3. You are hereby required and fully authorised by force to take and surprise, or likewise to burn, sink, or destroy, all such ships or vessels that shall withstand or resist you in the execution of the foregoing instructions.

4. You are to give forth orders and directions to the captains and officers that are to go in company with you pursuant to the foregoing instructions.

5. You are from time to time to observe such orders as you shall receive from the Parliament, the Council of State, or General Blake, and give notice of your proceedings to the said Council and General as often as you can conveniently.

6. You are to give as timely notice as you can to the King of Denmark, or his commanders of ships or forts, of the reason of your coming thither,

and to demean yourself with all respect and civility towards the ships, castles, and forts of the said King of Denmark.

386. <sup>Aug. 30,</sup><sub>Sept. 9,</sub> 1652.—*THE COMMISSIONERS OF THE NAVY TO THE COUNCIL OF STATE*

[B.M. Add. MSS. 9306, fol. 86b.]

Right Honourable,—Upon the coming of the ships which have been lately at the southward, we gave order for their better expedition to Captain Taylor, the State's Master Shipwright at Chatham, to consider seriously of the condition of them, and he hath certified unto us his opinion (the copy whereof we have thought fit to present unto your Lordships), humbly desiring that we may have your pleasure signified unto us which of the ways you will have them done, we being of opinion the first is best. Having, since our last to your Honours of the 28th present, received new advice concerning the ships lately ordered to be sent home, we have sent you the same in the abstract enclosed. Moreover we humbly offer to your Lordships' consideration the vacancy of the clerk of the roperyards place at Woolwich, for supply whereof we lately presented to your Honours an honest, ancient, and able clerk in our office, but have not received your pleasures therein, the service suffering for want thereof. We also humbly pray your Lordships to appoint boatswains to attend the rigging of the two new frigates building at Deptford by Mr. Shich and Mr. Johnson, they being to be launched by the end of this month, that work requiring at least five weeks' time of preparation.

We remain at your Lordships' commands,

R[ICHARD] H[UTCHINSON].

T[HOMAS] S[MITH].

R[OBERT] T[HOMPSON].

30th August, 1652.



Per letter from Captain Stephen Rose, the 24th of August, 1652—Convert at Hull ready to sail, wants only victuals, which she cannot get.

Per letter from Mr. George Strelly, 27 August, '52, Plymouth—Marmaduke will be ready in ten days, yet wants gunner's stores, as powder and match.

Per letter from Mr. Thomas Green, Dover, of the same date—Oak and Hound will not be long adoining; the Advantage commanded out by the General.

Provisions from the Tower not come thither from the Dover ships. No money to be had of the customers there, which hinders the work.

Fortune hath so many wants that it will be long ere she be ready.

Peter taking in her ballast and will be ready to take in her victuals <sup>1</sup> days hence.

Falmouth—no further account of her since our last to your Honours of the 28th present.

387. <sup>Aug. 30,  
Sept. 9</sup>, 1652.—*RESOLUTION APPOINTING A RENDEZVOUS FOR COMMODORE RUYTER'S FLEET*

[Archives of the Hague. Translated.]

The Commodore and his honourable council of war have unanimously resolved to hold their rendezvous from 48° 30' to 49° 20' [north latitude], to westward of Ushant and the Scilly Isles, from twelve to twenty miles, during this present month of September.

Done on board the ship Neptune, the Aug. 9, 1652.

388. <sup>Aug. 31,  
Sept. 10</sup>, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 32, pp. 36, 37.]

That Mr. Love be desired to confer with the Committee of the Navy concerning the providing of

<sup>1</sup> Blank in original.

money for the present occasions of the fleet, and report to the Council the effect of that conference.

That it be referred to the Committee for Foreign Affairs to consider of an answer to be returned to the letter of General Blake this day read at the Council.

That the Commissioners of the Navy be sent unto to come to the Committee of the Admiralty to confer with them concerning the paying of the land men which have been put aboard the fleet, as also concerning the desires of Colonel Goffe this day by him delivered in to the Council.

That the papers sent from General Blake taken aboard some of the Dutch ships being in the Dutch language be sent to Sir Oliver Fleming, who is to peruse them and if he find anything of secrecy in them he is to keep it, and is to acquaint the Committee of Foreign Affairs to-morrow morning with the contents of the said papers.

That it be humbly represented to the Parliament as the opinion of this Council that the Commissioners appointed for the sale of Dutch prizes may be put under the same oath and rules in the execution of their trust as the collectors for prize goods are put under, and Sir Will Masham is desired to represent the same accordingly.

That the copy of the warrant issued by<sup>1</sup> the new Commissioners of prize goods for paying 15,000*l.* to the victuallers of the navy be left with the Committee of Navy, to the end it may appear upon their account what money they have received.

389. *Aug. 31*  
*Sept. 10*, 1652.—*LETTER FROM PLYMOUTH*  
[Printed in *Mercurius Politicus*, p. 1862.<sup>2</sup> B.M. Press Mark  
E, 654, 32.]

Though you may have had from other hands a relation of the engagement betwixt Sir George

<sup>1</sup> 'To' in MS.

<sup>2</sup> This is the right pagination. It is misprinted 1841.

Ayscue and the Dutch fleet, yet I shall add thus much further: that on the 29th instant, some being sent out to sea to discover, they at last espied the Holland fleet at 7 leagues from the Lizard, conceived about 90 sail. Since that, on the 31st instant, there came into Falmouth a Frenchman with trade, who came from Brest in France, whither the Dutch had fled for harbour after the fight. He saith he understood by the Dutch at Brest, and some of them whom he after met at sea, that they lost in fight with us 3 of their best ships, 2 whereof were sunk in present and the other was fired. Three others were so torn and rent that they had much ado to bring them away and save them from sinking. He saith he could not understand what number of men they lost. But our own loss we now know, there having been in all the fleet of slain and wounded (whereof some are since dead) 91 in number.

The East India ships which are with us here seem to be gallant resolved men for the nation's interest; and therefore have this day re-shipped all, or most part, of their goods betwixt decks, to make way for the better working of their guns in time of service, which they are willing to perform.

390. *Aug. 31*  
*Sept. 10*, 1652.—*NEWS FROM PLYMOUTH*

[Printed in *Mercurius Politicus*, p. 1850. B.M. Press Mark E, 674, 32.]

Sir George's fleet are still here in port, repairing their tackle, and fitting themselves for sea with expedition. The Dutch fleet have been discovered by some of our scouts within 8 or 9 leagues towards the southward, being betwixt 90 and 100 sail, and some of our fishermen report how they questioned them the reason why Sir George came not forth to



sea. We hope in time their pride and insolence will be abated.

The East India ships are yet uncertain whether they shall discharge here, or go about, but are to attend Sir George's direction. There are 2 ships lately come in; the one from Virginia, the other from the Canaries, most laden with West India commodities.

391. *August (?) 1652.—PETITION OF MARY TAYLOR, WITH CERTIFICATES BY N. WHETHAM AND OTHERS ANNEXED*

[S.P. Dom. xxiv. 117.]

To the Right Honourable the Committee of Parliament for the Admiralty and Navy.

The humble petition of Mary Taylor, widow, to Captain John Taylor, late commander of the William,

Humbly sheweth,—That your petitioner's late husband did faithfully serve this Commonwealth both by land and sea for these eleven years past, which service he performed with often hazard of his life and loss of much of his blood, and did at last (in the late engagement with the Dutch fleet) seal up his faithfulness to and courage for the good of this nation with the last and dearest drop thereof, to the unutterable grief of your poor petitioner (who without special support from the Lord must needs sink under this great burthen), whereby your afflicted petitioner is not only deprived of a most tender and affectionate husband, but also of that subsistence which by his careful endeavours he brought in for the maintenance of his great and helpless family, having left behind him your petitioner with five children (and she big with another), three of which being unable to

provide for themselves, and a very small estate to maintain her and bring up her family, also his sorrowful mother about 70 year old, who had most of her livelihood from him; that your petitioner hath due to her late husband in arrear for his land service near 300*l.*, which by reason of his engaging at sea hath been out of a capacity to have them stated, so that unless the Lord affect your hearts with a sense of her sad and deplorable condition, and make your Honours instruments of her future relief, both she and hers will be exposed to great extremities.

These premises being sadly considered, your petitioner doth humbly pray your Honours to take her irreparable loss and deplored condition into your tenderest consideration, and bearing in mind the unshaken fidelity of your petitioner's late husband, to afford such seasonable relief as in your pious thoughts your Honours may judge convenient for the support of her and her helpless family.

And your petitioner shall ever pray, &c.

To the Right Honourable the Commissioners  
of the Admiralty.

These may certify your Honours that (upon our certain knowledge and credible information) Captain John Taylor, late commander of the *William*, slain in the engagement with the Dutch fleet in July last, hath left behind him a widow and five children (three of them being altogether unable to provide for themselves), and she big with another, and but a very small estate (all debts being satisfied) to bring

them up, and therefore do humbly recommend her sorrowful condition to your Honours' tenderest consideration.

NATH. WHETHAM.

RO. PEACOCKE.

EDM. HOPGOOD.

THO. HURST.

EDWARD DEANE.

RI. LARDNER.

RICH. SYMONS, Minister.

392. *Sept. 1<sup>st</sup>, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 32, pp. 40-42.]

That the [five<sup>1</sup>] Dutch captains sent up from Dover by Colonel Kelsey—viz. : Derrick Vygh, Harmon Menicus, Captain Steyner, John Noblitt, and Richard Boger be committed to the prison of the Marshalsea, being taken in hostility against the Commonwealth, and a warrant issue out from the Council unto the keeper of the said prison for that purpose.

That the judges of the Admiralty be sent unto to bring to the Council, on Friday next in the afternoon, the draft of an Act for the payment to marines their wages notwithstanding an appeal from sentence in the Court of Admiralty to the judges' delegates.

That the Committee of the Admiralty do confer with the Commissioners of the Navy concerning such prize ships as have been ordered to be fitted out as men-of-war in the service of this Commonwealth, and thereupon order the Commissioners of

<sup>1</sup> Four in MS.



the Navy to bring in a perfect list of them to be represented to the Parliament.

That it be referred to the Committee of the Admiralty to appoint two boatswains to attend the rigging of the two new frigates now at Deptford.

393. *Sept. 1<sup>2</sup>, 1652.—RESOLUTION OF COMMODORE RUYTER AND HIS COUNCIL OF WAR*

[Archives of the Hague. Translated.]

The Commodore and his council of war have unanimously decided that if any of our ships should be separated from the rest by bad weather or a westerly wind, the rendezvous shall be to the east of Cape Barfleur. If they do not find the fleet there, it shall be off Havre de Grâce or the Seine Head, where they shall wait together for the fleet which is also to put in there.

MICHIEL AD. RUYTER.

PIETER VERHAEFF.<sup>1</sup>

Cap. J. G. VERBURCH.

FRANS PRYNSSEN MANGELAAR.

CORN. VAN VELSEN.

ROMBOUT VAN DER PAR.

Done on board the ship Neptune, Sept. 12, 1652.

394. *Sept. 1<sup>2</sup>, 1652.—RESOLUTION OF COMMODORE RUYTER AND HIS COUNCIL OF WAR*

[Archives of the Hague. Translated.]

Commodore M. Ad. Ruyter having summoned on board the council of war by the ordinary signal

<sup>1</sup> The son of the Vice-Commodore. See p. 152.

to take a resolution on the state of the victuals of the fleet, it appeared that, some of the ships being victualled for three months, others for two, and some for one or less, great difficulty was caused, as the greater number of our ships would soon be without provision—especially of water and beer, with which they were for the most part ill furnished. On the other hand, others were still plentifully stocked, and as it was absolutely necessary for the fleet to return home together, it was resolved that the ships should divide their provisions with one another, so that they should each have, as far as possible, an equal supply in proportion to the number of their crews.

MICHIEL AD. RUYTER.  
 PIETER VERHAEFF.  
 Cap. J. G. VERBURCH.  
 FRANS PRYNSSEN MANGELAAR.  
 CORN. VAN VELSEN.  
 ROMBOUT VAN DER PAR.

Done on board the ship Neptune, Sept. 12, 1652.

395. *Sept.*  $\frac{3}{13}$ , 1652.—*ORDER OF THE COUNCIL OF STATE*

[R.O. Interr. I, 32, p. 49.]

The provision of victuals for the next winter's guard over and above the 3,000 men's victuals already declared for be made for the number of men and at the respective ports following for 3 months :

Portsmouth .	2074	Harwich .	700
Plymouth .	800	Yarmouth .	770
London .	1870	Hull .	320
Dover .	800	Kinsale .	540

396. *Sept. 14, 1652.—A LETTER FROM FALMOUTH*

[Printed in *A Perfect Account*, p. 704. B.M. Press Mark E, 674, 31.]

Falmouth, 4th Sept.

The Hollanders' fleet are hovering about the Land's End, and towards Scilly Island. They have lighted on some small vessels, and wait for better prizes, but I hope their expectations will be frustrate, for we hear that six able ships are joined with Sir George Ayscue, and that he is putting out again of Plymouth Sound; and then it is believed there will be very speedily another engagement between him and them, or else that they will hasten away. Divers of the Hollanders' ships which were shattered in the late engagement went to Brest to be repaired, and we do not yet hear that they are come out again to sea. These parts are very quiet, and are resolved to join together as one man in defence of their country against any foreign invasion if it should be attempted. All the ports in these parts are strengthening themselves, but I hope there will be no occasion to try their strength, the seamen assuring us that ere long the Dutch will be so far from being in a capacity of invading us, that they will not be able to defend themselves. And this is all that we have at present.

397. *Sept. 14, 1652.—NEWS FROM WESTMINSTER*

[Printed in *Mercurius Politicus*, p. 1850. B.M. Press Mark E, 674, 32.]

We have received intelligence, that Genera Blake was going westward with his fleet, to joyn with Sir George Ayscue for ingaging the Dutch



fleet in the western Channel, who are supposed to be 90 or 100 sail, men-of-war. The great ship called the Sovereign is to goe along with him.

398. *Sept. 1<sup>st</sup>, 1652.—NEWS FROM DOVER*

[Printed in *Mercurius Politicus*, 1862 (misprinted 1841). B.M. Press Mark E, 674, 32.]

Yesternight Gen. Blake took seven Frenchmen of warr near Calais, and some of his Frigats were in chace of the rest of their Fleet, who were (as appeares by their Papers) intended for the relief of Dunkirk.

Divers of this Town having been the same day abroad along the sea-coast, say, That they saw a Fleet of ships on this side of the Ness-point, being about 40 in number, which are conceived to be the Dutch fleet that were last in fight with Sir George Ayscue. Generall Blake is in expectation of them, riding about half Sea over between this and Calais.

399. *Sept. 1<sup>st</sup> (afternoon), 1652.—NEWS FROM DOVER*

[Printed in *Mercurius Politicus*, p. 1864. B.M. Press Mark E, 674, 32.]

Gen. Blake hath sent hither into custody the French men-of-war, and fireships, with about 1,300 men of Flemings and French whom we keep till farther order. A day or two before these French were met with, the Assurance-frigat brought into our fleet a Dutch prize of 140 tons laden with woad.

400. *Sept. 1<sup>6</sup>, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 32, p. 53.]

That Mr. Love be desired to speak with the Lord General concerning the borrowing of the money which is now to be paid to the army in consideration of the arrears due to them for their service in Scotland, for the supplying of the present exigencies of the fleet, which the Council will take care shall be repaid them out of such moneys as shall come in upon the sale of delinquents' lands.

That a letter be written to the Committee for the Navy to desire them that such moneys as shall arise upon the sale of Dutch prizes may be reserved towards the paying of seamen.

401. *Sept. 1<sup>7</sup>, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 32, pp. 54-57, 59.]

That the judges of the Admiralty be sent unto to send to Colonel George Fenwick in Scotland six blank commissions or letters for private men-of-war.

That a letter be written to Captain Ball to let him know there are some ships bound for Scotland laden with provisions, to desire him to convoy them as far as the Firth in his passage towards the Sound.

That the Parliament be humbly moved to take into consideration the draft of an Act for the calling home of all English seamen who are in the service of foreign states and princes, the Council finding upon the intelligence which they have received (from foreign parts) that it is of great concernment

to the service of the Commonwealth, and the Lord President of the Council is desired to move the Parliament herein, and to present unto them a copy of the intelligence received concerning this business.

That it be referred to the Committee for the Admiralty to consider how the sick and wounded men who are sent into Dover from the ships in the service of this Commonwealth may from time to time be provided for, both in respect to the supplying of them with money, as also for the appointing of some able physician and chirurgeons to attend the recovery and cure of the said men.

That order be given to the Commissioners for sale of Dutch prizes to allow 6*d.* per diem a man for the maintenance of such Dutch men as are prisoners in this Commonwealth.

That a letter be written to General Blake to desire him to give convoy to some English ships at Honfleur in France, provided it be not to the prejudice of the public service.

That a letter be written to the Commissioners for sale of Dutch prizes to let them know that the Council did some weeks since receive the enclosed list from Colonel Sydenham, to desire them if they have not already put the ships and goods therein mentioned, which properly are under their care, into a way of security, that they will do it forthwith.

That it be referred to the Committee for Irish and Scottish Affairs to consider how the money which is now to be paid out of the Excise to — may be borrowed of them for the supplying of the present urging occasions of the fleet, upon the credit of the Bill for sale of delinquents' estates, in which the Committee is to take especial care that it may be so propounded as no dishonour may come to the State thereby, and the said Committee is to report their opinion herein to the Council.



402. *Sept.* 1<sup>8</sup>, 1652.—*ORDERS OF THE COUNCIL  
OF STATE*

[*R.O.*, *Interr.* I, 32, pp. 61, 65.]

That the Dutch prisoners now at Dover be sent to Canterbury, and that a letter be written to the Governor there to take care to conduct the men thither, and a letter to the Mayor of Canterbury to receive them and keep them together, and to let him know that 6*d.* per diem is allowed to each man per diem for his maintenance, which is to be paid by the Commissioners for the sale of Dutch prizes.

That the provision of victuals for the 3,000 men for the next winter's guard be made for the said number of men, and at the respective ports following, for six months :—

London . . .	2,000	Hull . . .	500
Dover . . .	300	Portsmouth	200

That the Parliament be humbly moved to take into speedy consideration the two Acts now before them, the one for the recalling home of seamen and mariners, and the other for cutting off Dutch correspondence, and touching commissions for private men-of-war, the same being as they humbly conceive of great importance to the service and safety of the Commonwealth, and Colonel Morley is desired to make this report.

403. *Sept.* 1<sup>8</sup>, 1652.—*THE COMMISSIONERS OF THE  
NAVY TO THE COUNCIL OF STATE*

[*B.M.* Add. MSS. 9306, fol. 8.]

Right Honourable,—According to your late order we gave directions to Mr. Scott, master attendant, and Mr. Jonas Shish, shipwrights, for

viewing all the Dutch prizes in the river, that may be fit to make men-of-war; and at Blackwall there is one ship, about 330 tons, called the Prince, and another about 400 tons, called the Prince William, and at Woolwich a ship called the Paul, about 440 tons, all good and serviceable ships, fit for men-of-war; the first may carry 32 or 34 pieces of ordnance, the second 36, the third 38 or 40 pieces of ordnance; but none of these are mentioned in the late list sent us from the collectors of Dutch prizes, and therefore, if your Honours think fit to have these ships set out to sea, we humbly desire that order may be given to the said collectors to deliver them into your charge, all which we leave to your grave wisdoms, and remain,

At your Lordships' commands,

R[ICHARD] H[UTCHINSON].

J[OHN] H[OLLOND].

T[HOMAS] S[MITH].

R[OBERT] T[HOMPSON].

8th Sept. 1652.

404. *Sept. 1<sup>9</sup>, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 32, pp. 66, 67, 69.]

That the petition of Henry Jervoise be referred to the consideration of the Committee for the Admiralty, who are thereupon to report their opinions therein to the Council, and the said Committee are to examine the complaint made in the said petition against Captain Bonner, commander of the ship Marmaduke, and report the state of the business to the Council with all speed.

That the petition of the surgeons and surgeons' mates employed in the State's service at sea

be referred to the consideration of the Committee for the Admiralty.

That the petition of Martin Crallo, of Danzig, be referred to the Committee for the Admiralty, who are to consider of what is fit to be done for the petitioner and report their opinions therein to the Council.

Upon the reading of the petition of the mariners of the *Fortune* frigate, it is ordered that it be referred to the Committee of the Admiralty to take an account from the Commissioners of the Navy of the deportment of the petitioners in the engagement mentioned in their petition (it being referred unto them to examine the business), and to report the state of the business to the Council.

That the Commissioners for Prize Goods do deliver unto the Corporation for the Poor the three busses taken from the Dutch now in the river of Thames, together with the nets and other fishing utensils which were taken with them, to be employed by the said Corporation.

That order be given to the Commissioners for sale of Dutch prizes to pay unto the Treasurer for the Navy such money as they have made by the sale of Dutch prizes, it being for the paying off of the ships in the State's service as they come in from sea.

That it be referred to the Committee for the Admiralty to consider what numbers of men are in the fleet and the times when the several ships which have been out upon this summer's service will come in, and what money will be requisite for the paying them off, and to consider likewise where the money may be had for that purpose.



405. *Sept.  $\frac{12}{2}$ , 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 32, p. 75.]

That a letter be written to General Blake, to enclose to him the intelligence received from Deal and Dover of a Dutch fleet appearing on the back side of the South Sand Head.

That the like be written to Sir George Ayscue.

That letters be written to the Governors of Deal and Dover Castles to acknowledge the receipt of theirs and to give them thanks, and to desire them to continue their intelligence.

That the Governor of Dover do cause La Roche, captain of the French ship called the Duchess, to be secured and kept in safe custody, and that he take care that all the Dutch and French prizes may be secured lest the Dutch fleet should any way attempt to seize them.

That a letter be written to the bailiffs of Yarmouth to let them know of the intelligence the Council have received of a Dutch fleet appearing on the South Sand Head, to desire them to give order to the masters and commanders of such ships as are or shall come into Yarmouth Road to be careful how they put forth to sea, but to stay for some time till they receive further order from the Council, and to desire them to send to Hull, Lynn, Boston, Scarborough, and Newcastle to the same effect.

406. *Sept.  $\frac{13}{23}$ , 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 32, pp. 77, 78.]

That notice be given from time to time by the clerk of the Council to the Commissioners for Prize

Goods of all such prizes as the Council shall understand by letters from the several commanders of ships in the State's service and from the ports have been taken from the Dutch, to the end the Commissioners may give speedy order concerning them.

That a letter be written to the Commissioners of the Navy to desire them to cause a view to be taken of all such ships of war as have been taken from the French or Dutch, and are in custody here, and not as yet set out in the service of the Commonwealth, and thereupon to certify to the Council how many of them they find fit to be set out as men-of-war in this winter's guard, that thereby so many of the merchants' ships as may be supplied by those prizes may be discharged, and likewise to certify which of them may be fit to be set out in the next summer guard.

That it be referred to the Committee for the Admiralty to consider of putting the account from the Mayor of Plymouth of some disbursements made by him for the accommodating of Sir George Ayscue's fleet into a way of being satisfied, and they are to confer with Colonel Thomson concerning this business, and to report to the Council what they think fit to be done herein.

407. *Sept. 14, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 32, pp. 82, 83.]

That the condition of the family of Captain Michael Packe, late Rear-Admiral in the fleet of Sir George Ayscue, and who was slain in the service of the Commonwealth, be referred to the consideration of the Committee for the Admiralty, who are to consider of what is fit to be done for the

wife and children of the said Captain Packe, and report their opinions therein to the Council.

Upon the reading of the petition of George Smith, master of the ship *Prosperous*, of Hull, and George Ruddock, master of the ship *Unity*, of Hull, and Joseph Waters, master of a vessel belonging to Yarmouth, desiring convoy for their ships; it is ordered that the vessel which shall go convoy with the ship laden with ammunition for the service of Scotland do take the above-mentioned ships into convoy, and put them into the ports to which they do belong.

408. *Sept. 14, 1652.—THE BOARD OF ADMIRALTY  
IN AMSTERDAM TO COMMODORE RUYTER*

[Archives of the Hague. Translated.]

Earnest, Honourable, Pious, and Discreet Sir,—Whereas we learn, from current rumours, that divers captains (several of whom are under the jurisdiction of this Board and are appointed to your Honour's squadron) did not acquit themselves as their duty demanded in the last engagement with Vice-Admiral Ayscue, much less endeavoured to do all possible damage to the enemy and to help destroy him; we have, therefore, decided and determined, with a view of obtaining information on the subject, to request and require your Honour to be good enough to report to us everything relevant to this matter, together with the names of the captains who behaved in an unofficerlike manner, so that, when we have seen the same, the well-doers may be rewarded, and the ill-doers, on the other hand, punished, as circumstances require.

Amsterdam, the 14th September, 1652.



409. *Sept. 16, 1652.—A LETTER FROM CAPTAIN WYARD, RIDING IN HARWICH ROAD*

[Several Proceedings, p. 2634.<sup>1</sup> B.M. Press Mark E, 797, 15.]

Right Honourable,

My service presented to your Honour; these are to certify your Honour that, after my arrival in Yarmouth Roads, I gave your Honour notice of my fleet of 21 sail, which letters I hope came to your Honour's hand.

I was desired by Captain Ball to stay some time in the Roads for such vessels as were bound for London, but the wind proving contrary, they could not get out of the haven; so I was enforced to leave them and come for Harwich, and take the first opportunity to tallow my ship, and shall be ready to observe such orders as I shall receive.

Captain Ball set sail with his fleet on Thursday last with a prosperous wind: I hope it proves so to him. There is a fleet of betwixt 60 and 70 sail of ships' colliers, which desire convoy from hence for London. There is a great fleet of colliers in Newcastle, and 13 sail of Iceland vessels of Captain Worm's fleet, but from him and the rest we yet have no news. So humbly taking leave of your Honour, I remain your humble servant to be commanded,

ROBERT WYARD.

Harwich, 16 September, 1652.

410. *Sept. 16, 1652.—EXTRACT FROM THE REGISTER OF THE RESOLUTIONS OF THE STATES-GENERAL OF THE UNITED NETHERLANDS*

[Archives of the Hague. Translated.]

Received a dispatch from the Board of Admiralty of Amsterdam, dated from that place on the

<sup>1</sup> Misprinted 2363.

<sup>11th</sup><sub>21st</sub> instant, enclosing a request from several merchants there, interested in sundry richly laden ships which have put into Dieppe from fear of the English men-of-war, and are now lying there awaiting a good convoy to return to these provinces, with the request that letters may be written by the first opportunity both to Vice-Admiral de With and Commodore Ruyter, and to each of them separately, ordering them, as soon as opportunity offers, to take not only the said ships under their protection, but those also that are lying in Havre de Grâce and St. Malo, to fetch them off and convoy them to this country, whenever this can be done without disorganisation of their fleets or plans.

After due deliberation had, it is decided and agreed herewith to consent to the aforesaid request, and letters of instructions, as applied for, shall be written accordingly and dispatched.<sup>1</sup>

411. *Sept. 17, 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 33, pp. 1, 3-7.]

That a letter be written to the governors of the ports upon the coast of Sussex to desire them, for the saving of the merchants' vessels from being taken by the Dutch, to give notice to the neighbouring ports of their fleet now off the Beachy, that such ships as are now there may stay.

That a letter be written to Captain Moulton to take notice of the receipt of his; to desire him to send out a small boat to take notice of the motions of the Dutch fleet off the Beachy, and to give notice of their being there to as many English merchants

<sup>1</sup> This resolution was inclosed in a letter to Ruyter of the same date.

as they can meet with, to the end they may avoid them.

That a letter be written to the governor of Dover to desire him to send for Captain Woolter, commander of the *Mayflower*, and confer with him concerning his coming away from General Blake, both as to the time when, and the place where, he left him, and concerning such other circumstances as he shall think fit, and to give an account thereof to the Council with all convenient speed.

That the Council do take into consideration, on Monday next in the afternoon, what may be fit to be done for the adding of more ships to the fleet of this Commonwealth by the building of more frigates, and also what is to be done for the providing of ordnance for the furnishing of the fleet.

That a letter be written to the mayors and governors of port and sea towns to desire them to take care that publication may be made of the Act of Parliament for the calling home of English seamen and mariners from the service of foreign states and princes.<sup>1</sup>

That order be given to the Commissioners for sale of Dutch prizes, to allow to the sheriffs of such counties wherein Dutch prisoners have been landed, or to their deputies, after the allowance of 6*d.* per diem to each man from the time of their landing to the time of their discharge, and they are particularly to take notice of the prisoners which were lately landed at Yarmouth, and to pay off the charge of them.

That the Judges of the Admiralty be sent unto and enjoined to sit three days every week to the end the greater dispatch may be given in the proceedings in that Court upon such ships and goods

<sup>1</sup> Scobell, ii. 205.



as have been taken for prize, and are depending there for adjudication.

That the Judges of the Admiralty do proceed with all expedition to adjudication of the wools taken in Dutch bottoms as prize, taking care that the State be not defrauded therein.

That the Judges of the Admiralty be sent unto to proceed against the ships and goods which have been stayed at the Cowes, and there continued for divers weeks past upon the account of the Dutch.

That a letter be written to the governor of Hull to let him know he is to discharge all the Dutch prisoners with him, and especially those which were taken in the ship now called the *Convert*, and to let him know they are to have each of them 5s. a man given them to carry them home, which the Commissioners for Dutch prizes are ordered to pay them by their deputies there ; to let him know he is to discharge the small vessel which he hath kept out for intelligence, and the charge of it will be paid by the Council upon the receipt of an account thereof from him.

That order be given to the Commissioners for sale of Dutch prizes to give order to their deputies at Hull to pay and allow to each Dutch prisoner there the sum of 5s. towards the charge of sending them home, and they are to give order to their deputy by to-morrow night's post.

That the Judges of the Admiralty be ordered and authorised to proceed in the Court of Admiralty against such Dutch prizes as have been taken or shall be taken and brought in by private men-of-war from the Dutch, they reserving upon such as they shall adjudge prize the tenths for the use of the Commonwealth.

That it be signified to the Judges of the Ad-

miralty all such tenths as shall be reserved upon the adjudication of Dutch prizes taken by private men-of-war are to be paid to the Commissioners for sale of Dutch prizes for the use of the Commonwealth.

That the victuallers of the navy do make provision for 16,000 men's victuals for the next summer's guard.

412. *Sept.  $\frac{17}{27}$ , 1652.—THE ADMIRALTY COMMITTEE  
TO THE NAVY COMMISSIONERS*

[B.M. Add. MS. 18986, fol. 25.]

Gentlemen,—The Council of State have by their order of the first of September instant referred to this Committee to take account from you what prize ships have been ordered to be fitted out to sea as men-of-war in the service of the Commonwealth, whereby a list of them may be presented to the Parliament. This Committee in pursuance thereof do desire you to return them a perfect list of all such Dutch prizes and others as have been ordered to be fitted out as aforesaid, with their commanders' names, burthens, number of men and guns they bear with all expedition. And likewise that you cause a survey to be taken of all such Dutch and French prizes as are now in the river and at Dover, not yet ordered to be set forth, and thereupon certify us, what and how many of them are fit for men-of-war for the State's service.

And being given to understand that the Swan frigate of the State's, whereof Richard Newberry is commander, is come in to Dover pier, out of repair by reason of her running on ground and other damage done her by the Dutch fleet, we desire you

to cause her forthwith to be repaired. And for that the Judges of the Admiralty have, in pursuance of an order of this Committee, made report upon the petition of Simon Orton, late captain of the ship *Charity*, a fire-ship (employed in the fleet under the command of Sir George Ayscue), and the rest of the company of the said ship, praying satisfaction for the loss of their clothes when the said ship was fired.<sup>1</sup> This Committee, being not satisfied with the firing of the said ship, nor of any service they have done, do refer the said petition and report of the Judges, with the examinations thereunto annexed, unto your consideration, and therefore desire you to certify your opinion to this Committee what you think fit to be done therein. Divers petitions have likewise been presented to this Committee by the widows of the mariners late belonging to the State's ship the *John*, Robert Denis Commander, desiring relief for the loss of their husbands in the service of the State. We desire you to take the said petitions which we herewith send you, or shall be brought unto you in their behalf, into your consideration, and upon examination of this business, and of the several conditions of the petitioners, to certify your opinions what you conceive fit to be done for their relief. We rest

Your very loving friends,

H. VANE.

WILLIAM HAY.

H. MORLEY.

Whitehall : September 17, 1652.

<sup>1</sup> This shows that fire-ships were actually used on the English side in Ayscue's engagement : a fact of which we hear nothing in the accounts of the battle.



413. *Sept.  $\frac{17}{27}$ , 1652.—RESOLUTION OF COMMODORE RUYTER AND HIS COUNCIL OF WAR*

[Archives of the Hague. Translated.]

Commodore M. Ad. Ruyter, having summoned on board his honourable council of war and the captains by the ordinary signal, a discussion was held and proposals submitted as follows, with a view of considering most carefully what measures were best to take for the welfare of this squadron and of the provinces :—

That we understand from daily reports that the English are keeping their whole force at sea, because on  $\frac{\text{August } 27}{\text{September } 6}$  we spoke two East Indiamen, who assured us that the English had a squadron of about fifty capital ships off Dover. On  $\frac{\text{August } 28}{\text{September } 7}$  Captain Al. Arentsen, of Middelburg, spoke two Lübeck ships off the Isle of Wight, who told him that the English were coming west with 72 ships, and on the evening of August  $\frac{20}{30}$  were between the Isle of Wight and Beachy Head; upon which we had resolved to keep to the westward of them, because we had not sufficient force to withstand them in such numbers. On September  $\frac{9}{19}$  Captain Lucas Alb[ertsen] also reported having spoken two Lübeckers, who said they had sailed close to Admiral Blake, anchored off Dover in fifteen or sixteen fathoms, with about fifty capital Parliament ships. This was on the  $\frac{5}{15}$ th instant. Afterwards, on the  $\frac{12\text{th}}{22\text{nd}}$ , being close off the Scilly Isles, we had foul weather, and were driven before the storm. We sailed till noon of the  $\frac{15}{23}$ th, when the wind was W.N.W., with fair weather. We gave chase to 25 Parliament ships till evening as far as under the Start, about two miles from shore, when the Lord evidently prevented us from attacking them by a

violent storm from the S.S.W., and also by our ships being very much scattered. We drove through the night till the  $\frac{1}{2}\frac{6}{6}$ th to within  $2\frac{1}{2}$  miles off Guernsey, and thereupon resolved to run further east, so as to have more room. In the evening we were in the longitude of Cape de la Hague, 3 miles out, and stood on and off during the night. Further, as regards the state of the fleet as a whole, the ships are badly supplied, or entirely unprovided with beer or water, except the eight ships which came from the Texel, which still have supplies for a month or six weeks, as appears from the report made thereon on the  $\frac{2nd}{12th}$  instant; and as regards the ships themselves, they are in such a state that we could do better execution against the enemy with 16 or 17 well-equipped ships than with all the present fleet, as has been previously written to their H.M. And as regards the fire-ships, they are very leaky, and have no sails with which to manage their ships in a storm; they are rather a hindrance than a help to us. To-day we intended to proceed off Havre to see if there were any ships there bound for our country; but as the wind was blowing strong from the N.N.W., and the East Indiamen and the West Indian traders were complaining very much of not getting into port, the plan was abandoned on that account. Therefore, after taking all these facts into very careful consideration, and being convinced that the enemy, both to the east and west of us, is much too strong, and that our force is well known to them, and they must therefore be planning to make a combined attack upon us with their whole fleet; and we, without any doubt, and as all circumstances point out, are much too weak to withstand their entire force; we have unanimously resolved, for the welfare and safety of our country, to go in search of support, either from Admiral Tromp, or from Vice-

Admiral de With, &c., under whose command we shall place ourselves.

MICHEL AD. RUYTER, and five others.

Resolved on board the ship Neptune, Sept. 27, 1652.

414. Sept.  $\frac{20}{30}$ , 1652.—*ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 33, p. 14.]

That the provision of victuals for the next summer's guard for 16,000 men be made for the said number of men and at the respective ports following, viz.

London . . . .	8,000
Portsmouth . . . .	4,000
Dover . . . .	500
Plymouth . . . .	1,000
Kinsale . . . .	500
Ipswich and Harwich . .	1,000
Hull . . . .	1,000
	<hr/>
	16,000

415. Sept.  $\frac{20}{30}$ , 1652.—*GENERAL BLAKE TO CAPTAIN MOULTON*

[S.P. Dom. xxiv. 131. Copy.]

Captain Moulton,—I have sent for your harbour<sup>1</sup> along with Captain [Young] in the Worcester the Sapphire frigate, and three men-of-war, called the Princess Maria, Arms of Holland, and Dolphin. The two first I desire you to see cleaned and re-victualled with all expedition, and the latter to be taken in hand, I having writ to the Council desiring

<sup>1</sup> *I.e.* to Portsmouth.



their approbation for the continuing of them in lieu of so many merchant ships. There is money due to all of them, being for short allowance. I desire you will see them paid as you shall think fit, that no discouragement may be put upon them.

Your affectionate friend,

ROB. BLAKE.

Resolution, Sept. 20, 1652.

416. *Sept 20, 1652.—NEWS FROM GENERAL BLAKE'S FLEET NEAR ST. HELEN'S POINT*

[*Mercurius Politicus*, p. 1896. B.M. Press Mark E, 675, 20.]

By our Vice-Admiral's relation it appears that all possible endeavours were used to engage the Dutch fleet; for the Vice-Admiral and some 15 others being separated from the General, when he rode the 15th instant, off Torbay, discovered a fleet of ships to the windward of them about five miles, which they perceived to be indeed the Dutch. Hereupon they unanimously resolved to engage them if possible, it being in their choice, having the wind, and ours not able to prevent it, if they should avoid fighting, which it was thought they would not do, in regard they were in sight near three for one; our men telling some 36, some 40 sail, some whereof appeared very proper ships, but it seems they had no mind to fight, for the weather growing thick our men lost sight of them, and so they gave them the slip very poorly. The 18th the General sailed out of Torbay. The 19th being off the Start about 4 in the afternoon, the East India ships came to him from Plymouth, and so we set sail this way.

417. <sup>Sept. 23</sup><sub>Oct. 3</sub>, 1652.—*COMMODORE RUYTER TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

My Lords,—I hear through Captain Gorcum of the safe arrival of the skipper, Geroen Cornelissen, who was detached on the <sup>29th August</sup><sub>8 September</sub> to Flushing with dispatches for your H.M. Since he left us we continued our cruise, sailing in a westerly direction. On the <sup>2nd</sup><sub>12th</sub> September we fell in with two vessels from Emden, which sailed from that place on the <sup>30th July</sup><sub>9 August</sub> and came through the Straits of Dover on <sup>27th August</sup><sub>6 September</sub>. They had seen twenty-five Parliament ships off Dover, and nine or ten ships in the Downs; sixteen ships in the Straits near the Varne, and two off Fairlight. On the  $\frac{4}{14}$ th of that month, about noon, we came upon a little English vessel, laden with salt, floating on the tide, with no living thing on board excepting a dog; we conjectured that she had been stripped by the Turks, and we fired at her and sank her. On the  $\frac{7}{17}$ th of the month we tacked back from the Scilly Isles to the S.S.E. In the evening a flute-ship belonging to Amsterdam came in to us from the bay; she had sailed with the main body of the Channel merchantmen. On the  $\frac{9}{19}$ th Captain Lucas Albertsen gave chase to two Lübeckers, and spoke them, and they said that on the  $\frac{5}{15}$ th they had lain alongside Admiral Blake in the Straits, that he had anchored with fifty sail off Dover in fifteen or sixteen fathoms of water. On the <sup>12th</sup><sub>22nd</sub>, being close to the Scilly Isles, we were driven out by the rough weather, and sailed till the  $\frac{1}{2}$  $\frac{5}{5}$ th at noon, when with fair weather and the wind W N.W., we chased twenty-five Parliament ships till the evening as far as the Start, about two miles from the shore, when God sending a storm from the south-south-west, and our ships being also very

much scattered, we were absolutely prevented from attacking them, so we continued sailing through the night till the  $\frac{1}{2}$ <sup>6th</sup>, when we were  $2\frac{1}{2}$  miles off Guernsey, whereupon we decided to run further east in order to have more room, and in the evening we were opposite Cape de la Hague (3 miles off), and stood on and off through the night. As regards the situation of the whole fleet, we are badly provided or not provided at all with beer or water, except for the eight ships that came from the Texel, which are provided for a month or six weeks from this time according to a report made thereon on the <sup>2nd</sup><sub>12th</sub> of September. The present ships are in such a condition that we could effect more against the enemy with sixteen or seventeen well-equipped than with the squadron we have, as I have previously written to their H.M.; the said ships are very leaky, and have no sails with which to work in a storm or foul weather, and are rather a hindrance than a help to us. I had intended to proceed to Havre de Grâce, and to see whether there are not any ships of our country there; but as there was a strong wind from the N.N.W., and the East Indiamen and the West Indian traders raised loud complaints that they were not allowed to reach their ports, that plan has been abandoned after counsel taken thereon; and thinking that the enemy to the east and west of us is much too strong, and that they will probably endeavour, as our force is well known to them, to make a sudden attack upon us from both sides at once, whilst our squadron would certainly prove too weak to withstand their united forces,<sup>1</sup> it has therefore been determined by the council of war and the captains, for the good of our country and the preservation of our ships, to run through the Straits of Dover in order to meet with reinforce-

<sup>1</sup> *I.e.* those of Ayscue and Blake.



ments. On the  $\frac{18}{28}$ th Captain Gorcom came in with a letter from Vice-Admiral de With, in consequence of which we joined his squadron on <sup>Sept. 22</sup>  
<sup>Oct. 2</sup> off Dunkirk and Nieuport, and presently brought to off the coast. We provided convoy for two West India merchantmen from Middelburg, a ship from Memel with a very valuable cargo, and two ships belonging to Holland, coming from Nantes laden with wine and brandy. That same afternoon I took counsel with Vice-Admiral de With as to our fleet, and to ascertain how we were provided with provisions and other necessaries; we found ten ships very deficient and entirely unprovided, being also leaky, and their masts and spars much damaged; three of these were from Friesland, viz. [Captains] Wagenaer, van der Par and Quaboer; one from the Meuse, Captain Jan Ar[entsen] Verhaeff; from the Zuider Zee, Captain Fortuyn; from the Veere, Captain Jan Pouwelsz; from Flushing, Corn. Evertsen the younger, Captain Banck[en] the younger, and Captain Claes' frigate; from Middelburg, Captain Jacob Eichels, which, after they have undergone repairs, I beg their H.M. will send out to us again on behalf of the Noble Lords.<sup>1</sup> As the fleet is very ill provided with hospital necessaries, the greater part having been consumed, I have requested that two chests may be prepared, and also a good quantity of flat lead sent us, together with nails and rags, clamps, beams and wheels to repair damages, and linen and other things. I have also decided to change over into the ship Conyng, and then to run to the west again, following the instructions of their H.M. in every particular. . . .

M. AD. RUYTER.

Done on board the ship Neptune, Oct. 3, 1652.

<sup>1</sup> Of the Boards of Admiralty.

418. *July 30 to Sept. 23*  
*Aug. 9 Oct. 3*, 1652.—*FIRST SECTION<sup>1</sup> OF THE LOG OF COMMODORE RUYTER, ON BOARD CAPTAIN POWWELSEN'S SHIP THE NEPTUNUS, OF FLUSHING, IN THE SERVICE OF THEIR H.M.*

[Archives of the Hague. Translated.]

*Friday, July 30*  
*Aug. 9*.—Item, in the evening dropped down from Flushing as far as the deep channel<sup>2</sup> until<sup>3</sup>

*Saturday, July 31*  
*Aug. 10*.—Item, at 10 o'clock in the morning we got under sail with an easterly wind, and calm weather, out of the Spleet, in company with Captain Bouckhorst and Captains Wagenaer, Quaboer, and van der Par, in four Friesland ships and Captain Claes' ship. At four o'clock we joined our squadron off Ostend, where we found fifteen ships of war and two fire-ships, so that we were twenty-one ships strong besides the fire-ships. There were five fire-ships. I summoned all the captains on board, and we decided to wait for our fleet from Texel till ———<sup>3</sup>

*Sunday, Aug. 11*.—Item, in the morning we gave notes of the signals to all the captains, and chose Rear-Admiral Joris Pietersen [van den Broucke] to be Vice-Commodore, because Vice-Admiral de With was absent, and made Jan Arentsen Verhaeff of Rotterdam Rear-Commodore, and chose Captain Mangelaar of Flushing, Captain Jan Pouwelsen of the Veere, Jan Egbertsen of Amsterdam, and Captain Bouckhorst from Friesland, to be the council of war; and we decided to

<sup>1</sup> The log is divided into sections for convenience sake. There is no trace of any such division in the original.

<sup>2</sup> Den holle voit. The second word may be equivalent to 'vaert.'

<sup>3</sup> Left blank in original.

depart. In the evening a fly-boat from the Maas joined us, commanded by Jan Jansen van der Valck, and then we all departed for the Straits; but left Commander den Oven at the rendezvous in accordance with instructions.

*Monday, Aug.  $\frac{2}{13}$ .*—Item, about 7 o'clock in the morning we were in the longitude of Gravelines, and saw two vessels,<sup>1</sup> which we spoke. They came from London, each with some sixty Dutch prisoners from Flushing and elsewhere; they told us they had sailed from the Downs towards the Isle of Wight amongst the English ships—eight or nine capital ships, carrying from 40 to 60 guns, besides ordinary ships and other smaller vessels, making altogether 42 ships, with five fire-ships, which sailed away from them off the Isle of Wight and Portland.<sup>2</sup> We then sailed on to Calais, and sent Captain Bouckhorst, with Captain den Haan and Lieut. de Jongeboer, to the Somme, with Huyge Jans of Flushing, to bring them safely on their course. We sent a letter to the agent. About 4 o'clock Heer de Glarsyes, the agent, came on board; he was able to give us very little information about England, so we parted company from the others and sailed with the main body to Cape Gris Nez, to wait for our three ships from the Somme, and to scrub<sup>3</sup> some of the ships of the squadron that were very foul. In the evening we cast anchor till the morning of the  $\frac{3}{13}$ th.<sup>4</sup>

*Tuesday, Aug.  $\frac{3}{13}$ .*—Item, in the morning we sent Captains van der Par and Jan Egbertsen, and Captain Claes' frigate, off towards the English

<sup>1</sup> See p. 68.

<sup>2</sup> It is to be presumed that the two vessels with Dutch prisoners had afterwards been driven back.

<sup>3</sup> 'Hogging' seems not to have been in use in the seventeenth century.

<sup>4</sup> 'To-day the wind N.E., and a steady breeze.' Marginal note.



coast, to obtain news whether any ships were cruising about. Two cruisers from Flushing, commanded by Captain Flyps and Captain Pol, came in to us and left us again in the evening. To-day at noon there came a ship from the Texel, called the Castel van Medemblik, carrying 100 men and 26 guns, commanded by Captain Gabreyl Antonyssen, and likewise a fire-ship from Zeeland.<sup>1</sup> In the evening I sent 3 yachts, under Captains Mangelaar, Quaboer, and van Velsen, with orders to sail on the morning of the  $\frac{4}{14}$ th for Dover or thereabouts, to keep a good look-out for the fleet we are expecting from the Texel.

*Wednesday, Aug.  $\frac{4}{14}$ .*—We lay at anchor, intending to scrub some of the ships, but the weather was not favourable. In the evening our squadron that had been at the rendezvous off Dover and in the Downs came in, having seen only one sail lying in the Downs. We continued lying there with rough weather, in which Captain van der Par lost an anchor; the fire-ships could not endure it, being unable either to ride at anchor or to sail with the fleet; so we were in great anxiety on their account until the  $\frac{5}{15}$ th.

*Thursday, Aug.  $\frac{5}{15}$ .*—Item, in the forenoon we got under sail with the main body, the wind north, with a stiff breeze; but the three ships under Captain Bouckhorst, Captain den Haan, and Captain Jongeboer, which had acted as convoy to the Somme, were prevented from coming in to us by the north wind; so we all did our best in waiting in the Straits for the expected fleet from the Texel, which we were very anxious to receive. About 10 o'clock we spoke a galliot, that had left the Texel with the fleet; she told us that on the  $\frac{4}{14}$ th the fleet had made the Wielings; I trust they will come in to us to-day, so that

<sup>1</sup> 'In the N.W. with a strong breeze.' Marginal note.

we shall then be able to defy the enemy effectually. In the evening calm weather ; we gave each captain his orders, and distributed the fire-pots and match. We drifted through the whole night (there being no wind) off Folkestone,<sup>1</sup> until day broke on the  $\frac{6}{16}$ th. Dispatched Geroen Cor[nelissen] towards the bay, to warn the two ships under Gris Nez, and the three ships from the Somme.

*Friday, Aug.  $\frac{6}{16}$ .*—Item, in the morning a breeze sprang up from the west. We spoke a Danzig ship, from Topsham ; they told us the English fleet off Portland was 45 ships strong ; shortly afterwards we spoke a boat belonging to the Veere, coming from Biscay ;<sup>2</sup> they said they had seen them off Plymouth, in thick weather, about 40 sail ; then we drove before the wind in the Straits ; afterwards we sighted a large fleet of ships to the east of us. We conjectured they must be the fleet from the Texel, and immediately sailed towards them through the Straits, and came up with them about 4 o'clock ; they proved to be ships from Hamburg and Lübeck, with one Swedish vessel, bound to Portugal and St. Lucar, and were making for the Straits. We made the Admiral come on board, who said he had seen the fleet from the Texel, and that it was making for the Wielings ; therefore we sailed W.S.W. through the night until the  $\frac{7}{17}$ th.

*Saturday, Aug.  $\frac{7}{17}$ .*—Item, in the morning we were off Fairlight. We then tacked again eastward until midday, when we were off Dungeness. Then Captain Jan Egbertsen fouled Captain van Degelcamp, carrying away his beakhead with the cutwater and bowsprit. We stood in towards the shore to repair her at once, under Dungeness, but we could not do so, and were obliged to send

<sup>1</sup> 'Golston,' in mistake for 'Folston.'

<sup>2</sup> Boschaeyen.

Captain Degelcamp to Zeeland, and in the evening he departed. Rear-Commodore Verhaeff and the officer commanding Captain Claes' ship brought news that they [had spoken] three ships or smacks coming from Havre, from which they had learnt that Captain Bouckhorst and Captain Jongeboer had ran foul of one another, and that Captain Bouckhorst's ship had foundered, and that Captains den Haan and Jongeboer were both in the roads at Havre, and that most of Captain Bouckhorst's crew was lost. This was very grievous tidings to us. We then lay through the night at anchor under Dungeness, and 4 of our ships cruised about out at sea until the  $\frac{8}{18}$ th.

*Sunday, Aug.  $\frac{8}{18}$ .*—Item, before daybreak on the  $\frac{8}{18}$ th Captain Laurens Pensier<sup>1</sup> took a small English ship, which I conjecture has come from Spain,<sup>2</sup> laden with oil, and 5 or 6 chests of sugar, and some cases of lemons, which we are sending in with the said Pensier.<sup>3</sup> To-day we sailed to the meridian of Dunkirk, outside the sands, and lay to. In the evening we were joined by Captain den Haan, who, with Captain Bouckhorst and Captain Jongeboer, had convoyed skipper Huyge Jans to the Somme; then continued cruising till

*Monday, Aug.  $\frac{9}{19}$ .*—Item, in the morning we sent Captain Claes' frigate to the rendezvous off the Wielings to look for the fleet from the Texel, for we were very anxious to receive the ships; sailed W.N.W. across towards the North Foreland, which at noon we had to the west of us; then we tacked again S.S.E. across towards the Flemish sands, so that the fleet should not miss us. In the evening we saw Dunkirk S.S.E. of us, then tacked again to

<sup>1</sup> 'Lowereys Pleynsyer.'

<sup>2</sup> 'A ship in the Downs.' Marginal note.

<sup>3</sup> 'Plesyer.'



the W.N.W., under shortened sail, till about midnight, when we sailed N.W. till the  $\frac{1}{2}$  0th.

*Tuesday, Aug.  $\frac{1}{2}$  0.*—Item, in the morning we sighted a sail to the south of us coming up towards us. It was Captain Loncke with the ship the Faam, of Middelburg, who handed us an extract from their H.M.'s resolution. But very little else occurred. About 10 o'clock we tacked S.S.E. in the direction of the sands, the wind being S.W., and stood on and off during the night until the  $\frac{11\text{th}}{21\text{st}}$ .

*Wednesday, Aug.  $\frac{1}{2}$  1.*—Item, in the morning of the  $\frac{11\text{th}}{21\text{st}}$  we came up with two ships that came from Ostend, who told us the fleet <sup>1</sup> was off the Wielings. About noon we sighted Captain Claes' frigate, which we had dispatched to the Wielings. He brought us tidings of the fleet from the Texel, and also of Admiral Tromp and Vice-Admiral Jan Evertsen. We then sailed E.N.E., and caught sight of the fleet off Dunkirk. We spoke them about 5 o'clock, and sailed at once S.W. by W. and W.S.W., the wind being north, and a good breeze blowing. I received my extracts from the States-General from Commander Jan Gideonsen Verburch. The wind dropped, and we drifted on throughout the night until the  $\frac{12\text{th}}{22\text{nd}}$ .

*Thursday, Aug.  $\frac{1}{2}$  2.*—Item, in the forenoon of the  $\frac{12\text{th}}{22\text{nd}}$  we hoisted the red flag to summon the council of war <sup>2</sup> on board, and all the captains from the Texel came, and [we] gave [them] their notes of signals and their orders. We spoke two Lübeck vessels coming from Setubal with cargoes of salt. They told us they had spoken an English privateer, who said the fleet

<sup>1</sup> *I.e.* the fleet from the Texel.

<sup>2</sup> The council of war consisted only of certain selected captains. When all captains were to come on board a white flag was hoisted. See *infra*, p. 208.

was off Plymouth with about fifty ships. The calm continued all day ; we drifted off Dover. In the evening we got a breeze from the W.S.W., and drifted before it all through the night till the morning of the  $\frac{13^{\text{th}}}{23^{\text{rd}}}$ .

*Friday, Aug.  $\frac{13}{23}$ .*—Item, on the morning of the  $\frac{13^{\text{th}}}{23^{\text{rd}}}$  we were directly off the Downs, with no wind. We tacked to the south, and caught a light breeze from the W.S.W., and drifted again on the ebb tide to the west of Dover, where we all came to an anchor, and the fleet was brought to a standstill by lack of wind. Then the Venetian Secretary came alongside in a French fishing vessel belonging to Boulogne, coming from London on his way to Paris, and was Monsieur Lorenzo Pauluzzi,<sup>1</sup> Venetian Secretary, as he said. About four o'clock in the afternoon we got a breeze from the north-east (God be praised), and we all sailed off westwards until the morning of the  $\frac{14}{24}$ th.

*Saturday, Aug.  $\frac{14}{24}$ .*—Item, in the morning we were off Beachy Head, with a light breeze from the E.N.E. We sailed on W. by S. until in the evening we were in the longitude of the Isle of Wight. We continued sailing through the night until the morning of the  $\frac{15}{25}$ th, W.S.W., with a good breeze from the E.N.E.

*Sunday, Aug.  $\frac{15}{25}$ .*—Item, in the morning we were between the Casquets and Portland, but saw no land. Then at noon we sighted a sail S.S.W. of us, and continued sailing W.S.W., with a moderate breeze. It was Captain Pol. About 2 o'clock we saw the Island of Guernsey S. by E. of us about 6 or 7 miles distant ; continued sailing W.S.W., until in the evening Guernsey was S.E. by E. of us. We kept on sailing W.S.W. with a gentle breeze all

<sup>1</sup> 'Loran Poluys.'

through the night, making about 8 or 9 miles, until the morning of the  $\frac{1}{2}$ <sup>6</sup>th.

*Monday, Aug.  $\frac{1}{2}$ <sup>6</sup>.*—Item, in the morning Captain Jan Pol came up with us, and left us again immediately. We continued sailing W.S.W. with a light breeze, until (by conjecture) we were in the longitude of the Ile de Batz, about 9 or 10 miles from land, when, about two o'clock in the afternoon, we sighted 45 sail to the north of us. We immediately made sail towards them, and met them about four o'clock. It proved to be Admiral Sir George Ayscue with his English squadron. A determined fight ensued between us. We sailed with all our ships twice right through their fleet, so that the enemy drew off. Both sides were much damaged, but our men fought with great bravery, though some of the ships came off very badly, and had we had the fire-ships with us that were to leeward we could, with God's help, have given the enemy a thorough drubbing. Still, thanks be to God for granting that the enemy was put to flight, although they were 45 ships strong and in great force. Several of our ships were much damaged in this engagement, especially that of Captain Andries Fortuyn, of Zierikzee, which was badly knocked about; both her pumps were half shot away, and both masts shot through in 2 or 3 places, while she had received 7 or 8 shots below the water-line. We were obliged to take her safely to Brittany.<sup>1</sup> The enemy were to windward of us, and it was blowing very strong; they got a great advantage by having the wind. About an hour after sunset we separated from one another, and drifted all through the night, with fine weather. We fished our masts and repaired our

<sup>1</sup> Bertaerge. This statement furnishes evidence that the log was written up from day to day, as the ship was ultimately patched up and not taken to Brittany at all. See p. 144.



sails, and, as the enemy had done his best to get away from us, we lay all through the night with three lights hoisted, and a light on the top-mast, as a signal to them to stay by us, because we could not leave our merchantmen under the orders we had received.

*Tuesday, Aug.  $\frac{1}{2}7$ .*—Item, in the morning of the  $\frac{1}{2}7$ th<sup>1</sup> we ordered all our captains on board, and determined to keep up with the enemy until noon, and if they would not come on, then to convoy the appointed merchant ships out of the Channel. We sailed on S.E., with gentle breezes, till the  $\frac{1}{2}8$ th.

*Wednesday, Aug.  $\frac{1}{2}8$ .*—Item, in the morning we held a council of war to choose a new Vice-Commodore. We chose Captain Jan Arentsen Verhaeff, of Rotterdam, and Captain Jan Gideonsen Verburch, of Amsterdam, as Rear-Commodore, and placed Captain van der Par, from the Friesland division, on the council. I then visited the ship of Captain Andries Fortuyn, of Zierikzee, which was severely damaged, and resolved that we should assist him, so that he could remain with the fleet. After that we took counsel with all the captains, and finally deliberated in the council of war, and unanimously decided to go with all speed to Plymouth Sound to see if Admiral Ayscue was there with his fleet, with a view of overcoming or destroying them, hoping God may be pleased to bless our enterprise. We sailed all through the night N.N.E., the wind east with light breezes; we made about 6 miles during the night until the  $\frac{1}{2}9$ th.

*Thursday, Aug.  $\frac{1}{2}9$ .*—Item, in the morning we had a gentle breeze from the east; made little progress to the N.N.E.; fine weather. At noon we saw the Start N. by E. of us about 5 miles distant.

<sup>1</sup> 'To-day, in the afternoon, our Vice-Admiral died.' Marginal note.

We shortened sail, and summoned all the captains on board to learn their opinion, and what they thought as to attacking the enemy in Plymouth Sound, if wind and weather permitted. Having heard their opinion, I immediately gave orders for the council of war thereupon, and we determined to put the said plan into execution, and shaped our course straight for Salcombe or the Start, the wind blowing E.S.E. moderately strong. Towards evening, about sunset, there came a small galliot from Rotterdam, bringing me a note from the Council of Zeeland bidding me keep a look-out for the coming of Admiral Blake. The skipper said that only six or seven ships were missing from Admiral Tromp's fleet, and that the East Indiamen were now in safety, which I was rejoiced to hear. Thank God! This evening about nine or ten o'clock the wind shifted to the S.S.E. and blew a stiff breeze, so we were obliged to put out from the coast and stand off to the S.W. Then the wind veered suddenly to the south, blowing a stiff breeze, until the  $\frac{2}{3}$  o'clock.

*Friday, Aug.  $\frac{2}{3}$  o'clock.*—Item, in the morning I intended sending the aforesaid galliot back at once, with letters to the States of our provinces, but we could not find her when we sought her; we did our best to get to windward, where we saw two galliots, and continued doing so till the galliots were near us, and answered [us], and we were informed by Vice-Commodore Verhaeff's son<sup>1</sup> that the galliot had had the top of her mast carried away, and had been obliged to stand to eastward, so that we had no opportunity of writing to our lords and masters, as we could not do so without the small vessels. A stiff breeze; wind, S.S.W.; course, S.E. Towards midnight the wind veered to the south, with fine weather, and again towards

<sup>1</sup> See p. 143.

morning to the S.S.E., with a stiff breeze, till the <sup>21st</sup>/<sub>31st</sub>.

*Saturday, Aug.  $\frac{21}{31}$ .*—Item, in the morning of the <sup>21st</sup>/<sub>31st</sub> we sighted two sail to the S.E. of us—a ship and a ketch, but we could not get up to them. We sailed continuously S.W. by W. At noon there were 6 sails to the west of us; when we came up to them they proved to be 4 Caribbee ships, 2 from Flushing and 2 from North Holland, and 2 French ships from Tunis;<sup>1</sup> we also saw three more sail to the south of us, and came up with them in the evening. They were three French ships belonging to Havre, sailing from Tunis. Then we turned westward again. This evening the wind south, blowing a stiff breeze; towards evening it blew a gale from the W.S.W., with abundance of rain. Before sundown better weather and clear sky. Changed our course to N.N.W. till about midnight, then sailed on a south tack till the <sup>22nd Aug.</sup>/<sub>1st Sept.</sub>.

*Sunday, Aug. 22*<sub>Sept. 1</sub>.—Item, this morning we sent out our small vessels, two to the south, one to the north, and one to the west of us. Each of them is in sight about 3 miles off, which enables us to keep a look-out 12 miles south and north. This morning two fire-ships ran into and damaged one another. Captain Claesen Courff<sup>2</sup> ran into Jan Overbeeck's beak-head, and carried away his bowsprit and beak-head in fine weather, so that I can only think his men did it wantonly; the people have been busy all day repairing her. This evening we imagined we saw land about the Ile de Batz, or between the Ile de Batz and the Sept Iles,<sup>3</sup> and we tacked again W.N.W., the wind S.W. This evening the Caribbee traders parted company from us with their four ships,

<sup>1</sup> 'Ternus.'    <sup>2</sup> 'A fine from Captain Corf.' Marginal note.

<sup>3</sup> On the north coast of Brittany.



and I think they have sailed to Havre de Grâce<sup>1</sup> until they receive further orders. We continued sailing N.N.W. as before, till <sup>Aug. 23.</sup><sub>Sept. 2.</sub>

*Monday*, <sup>Aug. 23.</sup><sub>Sept. 2.</sub>—Item, in the morning a stiff breeze; wind, S.W. Our barber went on board Vice-Commander Verhaeff's ship to attend him in his sickness, and afterwards, at noon, on board Captain Cuyper's ship, to amputate a man's leg. May God be pleased to bless the work! Then we had rough weather. In the evening we stood off from Falmouth, that place being N.N.W. of us, 4 miles distant, and we tacked to the south, the wind being W.S.W., till <sup>Aug. 24.</sup><sub>Sept. 3.</sub>

*Tuesday*, <sup>Aug. 24.</sup><sub>Sept. 3.</sub>—Item, in the morning we saw four sail to windward of us; it was Merkus Hartman and Jan van Semalo, and a privateer commanded by Abram Harensen, with Captain Cornelys Mangelaar's prize. The two Caribbee traders have cargoes worth a good 500,000 guilders. These ships belonged to Middelburg, and decided to remain with us, but Captain Abram Harensen<sup>2</sup> with the privateer proposed to sail up Channel. We have sent by him letters to their H.M., and also to the Board of Zeeland. We then shifted our tacks and sailed west till night, or about 10 o'clock; then steered W.S.W., with a south wind and stiff breezes all through the night until <sup>Aug. 25.</sup><sub>Sept. 4.</sub>

*Wednesday*, <sup>Aug. 25.</sup><sub>Sept. 4.</sub>—Item, this morning the whole of our fleet was in sight—44 ships in all. We continued sailing W.S.W. till noon, with a stiff breeze, and our topsails hoisted. At noon we saw the Lizard N.N.W. of us about 4 miles distant. We then turned, and sailed E.S.E., the wind being south

<sup>1</sup> 'Abel de Grasy.' Here and elsewhere Ruyter's spelling of proper names is phonetic. Ile de Batz, for instance, is Hyllebaas.

<sup>2</sup> See p. 145, note 2.

and blowing a stiff breeze. In the evening, wind and weather as before, and we sailed S.E. all through the night, until the morning of <sup>Aug. 26</sup> <sub>Sept. 5</sub>.

*Thursday*, <sup>Aug. 26</sup> <sub>Sept. 5</sub>.—Item, in the morning we changed our course to W. and W.S.W. At noon we saw three sail to the W. of us; we made sail after them, and came up with them in the evening. They were three ships belonging to North Holland, coming from S. Martin<sup>1</sup> with salt; they remained with us. Fine weather, with wind S.E. and calms, until <sup>Aug. 27</sup> <sub>Sept. 6</sub>.

*Friday*, <sup>Aug. 27</sup> <sub>Sept. 6</sub>.—Item, this morning we sailed towards our two East Indiamen to the N.E., because they were a good way to leeward. The wind was S.W. by S., with fine weather. We then saw two ships to the N.N.E. of us. One of them was one of our fire-ships; she was trying to make off, as far as I could see, because during the night they had sailed a good three miles from the fleet: we gave chase. It was the ship *Amsterdam*, commanded by Captain Overleek,<sup>2</sup> [and] a fly-boat belonging to Hoorn, Cor. Pietersen Hooft, master, coming from St. Martin with salt.

At noon to-day we were in 49° 30' north latitude, the Start N.E. of us; wind S.S.E.; course S.W. At night we had variable weather, very thick, with rain, so that three or four of the ships ran into and damaged one another. This lasted till

*Saturday*, <sup>Aug. 28</sup> <sub>Sept. 7</sub>.—Item, this morning we saw a good twenty ships of our fleet to the N.E. of us; and we drifted on, there being no wind, until the evening. Captain Abram Harensen, of Middelburg, who had taken our letters to their H.M. with him, and had purposed to make Havre de Grâce, came in to us; he had been chased by an English frigate.

<sup>1</sup> San Martinho, but St. Martin, in the Ile of Ré, must be meant.

<sup>2</sup> ? Overbeeck.

He had also spoken a Lübeck ship, which had been close to Admiral Blake for 12 days, and reports, moreover, that he is coming west with 72 ships, and had got as far as Beachy Head on the  $\frac{2}{3}$ 0th August. Upon this, we summoned all the captains on board forthwith, and ordered them to be on the look-out. We sailed all through the night S.W., making about 7 miles, till  $\frac{\text{Aug. } 29}{\text{Sept. } 8}$ .

*Sunday*,  $\frac{\text{Aug. } 29}{\text{Sept. } 8}$ .—Item, in the morning we held a council of war, and appointed one Joanes Pyggen fiscal<sup>1</sup> to the fleet, so as to have better order in everything. We sailed on with calms and light breezes, wind N.N.W., course W.S.W. We decided also to dispatch a boat with a written report to their H.M., and have sent Geroen Cornelyssen, who left the fleet about 5 o'clock in the afternoon, with the wind N.W. and light breezes. During the night the wind veered to the east, until the morning of

$\frac{\text{Aug. } 30}{\text{Sept. } 9}$ .

*Monday*,  $\frac{\text{Aug. } 30}{\text{Sept. } 9}$ .—Item, this morning we hogged almost all our ships; there was no wind, and a choppy sea all day; but in the evening a wind or breeze blew up from the west, and we sailed south till about 4 o'clock in the morning, and then tacked, in thick foggy weather, with a stiff breeze, S.W. by W., until

*Tuesday*,  $\frac{\text{Aug. } 31}{\text{Sept. } 10}$ .—Item, this morning we tacked again south, the wind W.S.W., and made land between the Foers and Habrach.<sup>2</sup> At noon we tacked again N.W., about two miles from shore. We saw eight or ten little fishing boats, under the land, sailing for the shore and away from us. We

<sup>1</sup> To prosecute malefactors on the part of the State.

<sup>2</sup> Habrack, written Abrock under the date of Sept.  $\frac{1}{11}$  is probably the Ile de Brehat or St. Brieuc. The Foers must be Point Four, which gives its name to the Channel between the main and Ushant.



had a good steady breeze from the W.S.W., but a high sea, as though a great gale were blowing; we then sailed continuously N.W. till 3 o'clock at night, when we tacked again to the south, being then, as we conjectured, 14 miles from the French coast. We did this to avoid Admiral Blake with his fleet, and continued thus till the <sup>1st</sup><sub>11th</sub>.

*Wednesday, Sept.  $\frac{1}{11}$ .*—Item, at noon we sighted land about 7 miles distant, and sailed on till the evening. At 4 o'clock we held a council of war to arrange where we should appoint a rendezvous if God ordained we should meet a strong west wind; because we have very bad sailers among our ships, and cannot keep them all together even in fine weather, so that in rough weather we should certainly be driven apart, and it is, therefore, necessary to appoint a rendezvous. This evening we decided nothing, except that we should keep close to the French coast, from which we stood off this evening, Abrock<sup>1</sup> being S. by W. of us, about 4 miles distant. Fine weather; wind S.W.; course W.N.W. till the <sup>2nd</sup><sub>12th</sub>.

*Thursday, Sept.  $\frac{2}{12}$ .*—Item, this morning we tacked again to the south; I conjectured we were almost half seas over. We saw two sail to the east of us, about  $1\frac{1}{2}$  miles distant, and we made towards them with a gentle breeze, and they came alongside us. They were Emden ships that had left Emden on the  $\frac{1}{29}$ th of August and passed down the Straits on the <sup>27th Aug.</sup><sub>6th Sept.</sub>, where they had seen 25 Parliament ships off Dover, nine or ten in the Downs, and sixteen in the Straits about the Varne, and two off Fairlight. They had spoken two Hamburg ships coming from Calais with cargoes of salt. They said three ships had

<sup>1</sup> See page 201, note 2.

sailed with them from Holland, which had gone round the long way. These Emden ships were bound for Bordeaux. We held a council of war to-day, and summoned all the captains on board, and had surveys made of the victuals, beer, and water, so as to make our issues accordingly. We got a wind from the north, and at night from due N.W., with calms, until the  $\frac{3}{13}$  instant.

*Friday, Sept.  $\frac{3}{13}$ .*—Item, to-day we sailed in fine weather, the wind N.W., but very light breezes. In the afternoon we saw a small vessel, which Captain Leendert den Haen took with his ship's boat, and brought her crew on board us. They were Englishmen in a little fishing-boat belonging to the Looes,<sup>1</sup> between Plymouth and Fowey, two old men and one young; we did them no hurt, but let them go again this same day. They had nothing to eat or drink in their boat, except a loaf and a little water, so den Haen provided them with bread and cheese. This little boat came from Brest in France. Then in the evening we stood off to sea, N.N.W. from Foers,<sup>2</sup> the wind W.N.W., light breezes all through the night until the  $\frac{4}{14}$ th.

*Saturday, Sept.  $\frac{4}{14}$ .*—Item, this morning our two East Indiamen and eight of the ships of our fleet were a good 2 miles out at sea to the S.W. of us, so we sailed towards them and gave chase to a large flute; but it was one of our own vessels. In the afternoon we came upon a small English ship, which was drifting. She had a cargo of salt, but there was not a man on board, and nothing but a dog. It was uncertain what she was, but I should conjecture her to have been plundered by a Turk and cast adrift. We took six sacks of salt out of her, and her sails, and then hewed her to pieces till she sank. Ushant lay S.S.W. of us. In the

<sup>1</sup> Luys.

<sup>2</sup> Point Four. See p. 201, note 2.

evening we tacked N.N.E., the wind being N.W. until midnight, when we tacked again W.S.W., the wind N.W. as before, until the  $\frac{5}{15}$ th instant.

*Sunday, Sept.  $\frac{5}{15}$ .*—Item, about 9 o'clock to-day we tacked N.N.E. from off Ushant, with a top-sail breeze, and light driving mist all day until the evening, when we tacked again, the wind being N.W. by N. all night till the  $\frac{6}{16}$ th inst.

*Monday, Sept.  $\frac{6}{16}$ .*—Item, in the morning fine weather and a good sailing breeze; wind north; our course W.N.W. At noon we got a wind from the N.N.E., a good steady breeze, and fine clear weather. I conjectured Ushant to be S.S.E. of us, 8 or 9 miles distant. We sailed with shortened sail all the time, until the morning of the  $\frac{7}{17}$ th inst., N.W. and N.N.W.

*Tuesday, Sept.  $\frac{7}{17}$ .*—Item, in the forenoon we sailed due N.N.E., with a good sailing breeze. At midday we saw the Scilly Islands to the north of us, and we gave chase to two small vessels which had sailed from those islands in the evening. About two o'clock we stood off from the Scilly Islands to the S.S.E. This evening a fly-boat belonging to Amsterdam came in to us from the bay, laden with salt. She had sailed out with the merchant fleet for the Straits. This evening another ship joined the fleet, but it is not known what she is. Sailed south all through the night till the  $\frac{8}{18}$ th instant.

*Wednesday, Sept.  $\frac{8}{18}$ .*—Item, at about 9 o'clock I judged the Scilly Islands to be N.N.E., about 19 or 20 miles distant, and we tacked again N.E., with the wind E.S.E. A stiff breeze and fine clear weather all night. Made but little progress till the  $\frac{9}{19}$ th instant.

*Thursday, Sept.  $\frac{9}{19}$ .*—Item, in the morning we saw a large sail to the west of us. We gave chase, and, coming up with her, found it was the Dry



Konyngen, a ship belonging to our fleet, which on the  $\frac{8}{18}$ th instant had given chase to two Lübeck vessels, who reported that on the  $\frac{5}{15}$ th they had been alongside Admiral Blake in the Straits, and that his squadron was fifty ships strong ; also that they had spoken two Parliament frigates in the Channel, off the Start, and that their masters had reported that thirty English ships had been seized at Copenhagen by the King's orders. The Lübeck ships then continued their voyage to Lisbon. Made but little progress throughout the day ; wind S.E., very light breezes till the  $\frac{10}{20}$ th instant.

*Friday, Sept.  $\frac{10}{20}$ .*—Item, in the morning only light breezes. Wind S.S.E. We stood to eastward. At noon we were in  $49^{\circ} 20'$  N. latitude. In the evening we tacked to the S.W., and continued so during the night until the  $\frac{11}{21}$ th instant.

*Saturday, Sept.  $\frac{11}{21}$ .*—Item, in the morning we sailed or tacked S.E., wind S.S.W., and held a council of war, which decided that all should remain in the west as long as possible. In the evening we tacked to the N.W., in rough weather, with thick fog. I judged the Scilly Isles to be N.N.E., about 10 or 11 miles distant from us. At night the wind veered to the W.N.W., and blew a stiff breeze till the  $\frac{12}{22}$ th instant. Before daylight we got amongst the Scilly Islands, with a high sea running.

*Sunday, Sept.  $\frac{12}{22}$ .*—Item, in the morning at day-break we tacked to the S.W. Wind W.N.W., blowing a slight gale. When day broke we saw the Scilly Islands close alongside of us, about half a mile. There were five other ships still to the north of us ; we saw them making every effort, with both their topsails hoisted, and I hope they will have sailed northwards round the Scilly Islands. About ten o'clock we tacked again towards the Scilly Islands to see if we could not get sight of the

said five ships; and at noon we did see them, thanks be to God.<sup>1</sup> We had the head of the Scilly Islands ahead of us, four miles distant; we tacked to the S.W. by W.; it was blowing a slight gale of wind, with stormy weather and a high sea. In the evening we furled our foresail, and drifted all through the night until the  $\frac{13^{\text{th}}}{23^{\text{rd}}}$ .

*Monday, Sept.  $\frac{13}{23}$ .*—Item, at noon I reckoned we were in N. latitude  $48^{\circ} 50'$ . We kept our course S.S.E. for 16 or 17 miles. Then wind from the west, course S.S.W., with stormy weather, till, towards evening, we tacked towards the N.W., the wind blowing from the W.S.W., a strong breeze with a very high sea. I judged Ushant to be E.S.E. of us, 6 miles off. At sundown we took in the foresail, and laid our course N.W., so that we were set N. by E. At midnight the wind veered to the N.W., with very boisterous weather, and we drove due E. by N. until the morning of the  $\frac{14^{\text{th}}}{24^{\text{th}}}$  instant.

*Tuesday, Sept.  $\frac{14}{24}$ .*—Item, in the morning I judged Ushant to be S.S.W. of us, 8 miles distant. We drove and sailed until evening, with rough weather and a high sea, making 8 or 9 miles. We continued our course E.N.E. till the evening at sundown; then foul, stormy weather; wind W. by N, and W.N.W. In the evening we drove again, with one sail hoisted, steering north, but our course was still being set N.E. by E., until the morning of the  $\frac{15^{\text{th}}}{25^{\text{th}}}$  instant.

*Wednesday, Sept.  $\frac{15}{25}$ .*—Item, in the morning we hoisted our foresail in more moderate weather; wind W.N.W. I reckoned we made 8 or 9 miles during the night. In the morning I judged the

<sup>1</sup> 'To-day we missed Jacob Hermanes Vysser, commanding de gecroonde Liefde, fire-ship, of Middelburg.' Marginal note.

Start to be 8 miles north of us. We continued sailing to the north until noon, when we saw the Start N.N.E. of us, and also a number of ships to the E.N.E. of us; we sailed towards them, and found they were English ships to the number of 24 or 25. In the evening, about an hour before sundown, we were a good mile distant from them, off the Start; and our best or stoutest ships were for the most part another mile to the rear, and some of them half a mile, so that our fleet was much scattered, and we therefore hove to, in very thick foggy weather, with rain and a strong wind from the S.S.W. and S.W. by S. Course S.E. by S. About 9 o'clock at night one of the large ships in the fleet hoisted 3 lights aft and sundry lights on the side of the ship. We sailed to her, and saw her mainsail was [split?],<sup>1</sup> so we stayed with her, and made the signal to the fleet to follow us, but we found only two ships and a fire-ship up with us until the [morning], and we tacked to the west.

*Thursday, Sept.  $\frac{1}{2}$ <sup>6</sup>.*—Item, in the morning we lay over to the S.W., wind N.N.W., blowing a trysail wind. About 8 o'clock we saw 34 ships belonging to our fleet, and saw Guernsey 3 miles S.E. of us. At ten o'clock a division of the ships came up with us, and we sailed with foresail brailed up E. by N. in rough weather; wind W.<sup>2</sup> At noon we were off the Casquets about  $1\frac{1}{2}$  miles off, and sailed east until evening, Cape de la Hague S.S.W. of us, 3 miles off. At that time we had our 42 ships together. In the evening another flute belonging to Medemblik came up with

<sup>1</sup> 'Overset' is the literal translation. If there was nothing more the matter than a split sail, she would hardly have made signals of distress.

<sup>2</sup> 'To-day missed Captain Beckx, of Friesland, who has parted company without orders.' Marginal note.



us; they were coming from the West Indies, and had been in company with my brother, van Gelder<sup>1</sup> and Cryn Crynsen, and had parted from them 4 days ago, on the  $\frac{12^{\text{th}}}{22^{\text{nd}}}$  instant; I wish they were with us. This evening we lay to, the wind in the west, with rough gusty weather, intending to sail on the  $\frac{17^{\text{th}}}{27^{\text{th}}}$  for Havre, to see whether there are any ships there to be convoyed home. At midnight we tacked S.S.E., wind S.W., with a great deal of lightning, until the morning of the  $\frac{17^{\text{th}}}{27^{\text{th}}}$  instant.

*Friday, Sept.  $\frac{17}{27}$ .*—Item, in the morning of the  $\frac{17}{27}$ th we found our fleet very much scattered; they were dispersed a good three miles. It is very vexatious to cruise with such insolent officers, when the smallest boat acts individually and independently. This forenoon we hoisted the white flag,<sup>2</sup> for all the captains to come on board, and to decide whether it would not be advisable to run to Havre de Grâce, to see if there were any of our country's ships lying there, and, if so, to bring them through the Straits. When they had all come on board, the weather became thick and boisterous, with rain from the N.N.W. The large East Indiamen and the three West Indian traders said that in such wind and weather they dared not sail towards a lee coast, and all the rest of us decided it was not advisable. We therefore all determined on sailing through the Straits in search of support, for we had been informed that the English were off Dover and in the Downs with 50 gun-ships. Towards evening the wind blew from the north, and we held a council of war,<sup>3</sup> to determine how we could best get through the Straits, to avoid that large body of English ships, because our force was too

<sup>1</sup> Ruyter's brother-in-law through his third wife.

<sup>2</sup> See p. 193, note 2.

<sup>3</sup> 'This evening held a council of war.' Marginal note.

weak to go against a fleet of capital ships like that, and to place such a number of ships in danger, which would raise a great outcry in our own country, and would much gratify the pride of the English. We then sailed E. by N. all through the night, till the  $\frac{1}{2}\frac{8}{8}$ th instant.

*Saturday, Sept.  $\frac{1}{2}\frac{8}{8}$ .*—Item, in the morning we saw land near Dieppe, S.E. by S. of us, 4 miles off. Wind, N. by E.; course, E. by N.; a stiff gale. Shortly afterwards we saw a sail to the east of us, sailing to the S.W. We made towards her, and came up with her about mid-day. It was Captain Pieter Gorkum, from the Veere, bringing us a letter from Vice-Admiral de With, dated on the  $\frac{1}{2}\frac{7}{7}$ th instant in the Straits, where he was awaiting our coming. The said Captain Gorkum also informed us that the Spanish traders were to be convoyed by Vice-Admiral de With towards Zeeland, which we were very glad to hear. In the evening we got the wind N.W., and ran N.N.E., with a gentle breeze, to try to find Vice-Admiral de With as quickly as possible.

*Sunday, Sept.  $\frac{1}{2}\frac{9}{9}$ .*—Item, in the morning we had a calm, or little wind, from the northward, and sailed E.N.E. The wind began to increase, and in the evening we stood off from the high land between Boulogne<sup>1</sup> and Etaples, and tacked. Wind N. by W., a stiff breeze, until two o'clock at night. We then tacked again N.E. by E., until the morning of the  $\frac{2}{3}\frac{0}{0}$ th instant.

*Monday, Sept.  $\frac{2}{3}\frac{0}{0}$ .*—Item, in the morning Fairlight was N.E. of us, 5 miles off. We also spoke a small smack and a Hamburg fly-boat bound for Bordeaux, and another boat which we did not speak. We saw no ships on the way. We sailed till we were off St. John's Road, where we drifted with

<sup>1</sup> Beunen.

the West Indian traders till we were off Fairlight with the ebb, so that we have taken great pains with these ships. Then stood off and on through the night, until the <sup>21st Sept.</sup><sub>1st Oct.</sub>

*Tuesday*, <sup>Sept. 21</sup><sub>Oct. 1</sub>.—Item, in the morning we were off Fairlight, 4 miles out at sea, and sailed N.E. by E., with a gentle breeze, wind N. by W., and made but little progress, because of the bad sailers we have in the fleet. At 2 o'clock in the afternoon we came to anchor in a calm, Calais cliff 4 miles N.E. by E. of us, and continued lying thus all through the ebb until about 8 o'clock in the evening. We got a breeze from the west and made sail; the breeze began to increase gradually, and we sailed N.N.E. and N.E. by N. until <sup>Sept. 22</sup><sub>Oct. 2</sub>.

*Wednesday*, <sup>Sept. 22</sup><sub>Oct. 2</sub>.—Item, in the morning we saw Calais cliff about 6 miles S.S.W. of us, and we continued sailing N.E. by N., about 3 miles, then we headed due N.E. to look for Vice-Admiral de With, in accordance with his instructions. This morning we gave written orders to Captain Wagenaer to convoy the ship the Planter van Medemblik (master's name not known), coming from the Barbados with a valuable cargo, and a flute also coming from Nantes, under the convoy of the said Wagenaer. About nine o'clock we saw 30 sail to the east of us; supposed it must be Vice-Admiral de With, and steered towards them at once.

Item, at noon we came up with Vice-Admiral de With with 45 ships of war. I went on board him at once, and it was resolved to do all we could to make for the west. The said de With summoned all the captains of our fleet on board, and inquired about the state of their provisions, asking them how long they could hold out. In the end it was found that ten were very unfit to keep the sea, and were ordered home, besides the five fire-ships, which



were very unfit and complaining. That evening we anchored, not far from Nieupoort, till <sup>Sept. 23</sup> Oct. 3.

*Thursday*, <sup>Sept. 23</sup> Oct. 3.—Item, on <sup>Sept. 23</sup> Oct. 3 I and my crew transferred ourselves to the ship of Captain Pieter Merkus, in rough weather; the wind being southerly till <sup>Sept. 24</sup> Oct. 4.

419. <sup>Aug. 31</sup> Sept. 10, 1652.—*A LETTER FROM PLYMOUTH*

[*Mercurius Politicus*, p. 1850. B.M. Press Mark E, 674, 32.]

Sir George's fleet are still here in port repairing the tackle, and fitting themselves for sea with expedition. The Dutch fleet have been discovered by some of our boats within 8 or 9 leagues towards the southward, being betwixt 90 and 100 sail. And some of our fishermen report how they questioned them the reason why Sir George came not forth to sea. We hope in time their pride and insolence will be abated.

The East India ships are yet uncertain whether they shall discharge here, or go about, but are to attend Sir George's direction. There are 2 ships lately come in, the one from Virginia, the other from the Canaries, most laden with West India commodities.

420. *Sept. 14* <sup>1</sup>/<sub>24</sub> to *Sept. 24* <sup>1</sup>/<sub>Oct. 4</sub>, 1652.—*EXTRACT FROM THE LOG OF CAPTAIN HANS CARLESSEN BECKX IN THE YEAR 1652.*

[Archives of the Hague. Translated.]

Sept. <sup>14</sup>/<sub>24</sub>, the wind still blowing furiously as before, with a rough sea; finding that our ships had been

<sup>1</sup> The first entry is the xiiii. September, and so on, but it is

extraordinarily scattered, we therefore fell off before the wind, as did other ships which had been to windward of us, but afterwards to leeward. At noon we found ourselves off Plymouth, which was about N.E. We calculated in the first watch that we were near or off the Start.

The  $\frac{1}{2}\frac{5}{5}$ th, after having lain by during the night under very small sail, we saw our fleet all scattered again in the morning; we therefore ran back again to the ships furthest to leeward; when we came up with them, the Commander took down his light. Towards noon we perceived 25 strange ships to leeward of us; this was just off Plymouth, whereupon we stood off at once with all the fleet. As we came up with them, when we were one or two gun-shots off, the wind veered right to the south, with rain and misty weather, so that we could hardly distinguish our ships. The Commodore then fell off to leeward. As soon as our ships had closed, the Commodore forthwith hoisted all sail and followed the enemy, sailing as close to the wind as possible. We ran straight to the East, with good courage, hoping with God's help to accomplish something useful. At that time the heavy rain and wind prevented our seeing more than a single light in all our fleet; we were obliged to keep a light all night on the companion, and sailed as close to the wind as possible with our foresail and mainsail, and kept a good look-out in order to remain with the fleet.

The  $\frac{1}{2}\frac{6}{6}$ th, the wind due west, with heavy showers. We could not see one of our ships, we therefore held on our course for one glass<sup>1</sup>—from the third to the fourth—and as at the end of

evident, on comparing these entries with those in Ruyter's log, that Captain Beckx used the Old Style, and I have accordingly altered the dates.

<sup>1</sup> *I.e.* for half an hour.

that time we could still see no ships, we decided at once to run to Cape Barfleur, for it was not advisable to remain where we were with a single ship. As we approached the point, we saw 7 strange ships which, so soon as they saw us, bore down upon us. We were therefore obliged to do our uttermost to outsail them, and in this way we got further up Channel, and (God willing) shall pass through the Straits to-night. This afternoon about four o'clock we saw the ships quite close to us, about two miles from one another, running under shortened sail along the English coast. As they did not attempt to chase us, we could not suppose they were enemy's ships; we therefore resolved to edge off towards them; this we did, and gave chase, upon which one of them ran to leeward, and the other ran up a Prussian flag, at which we were much rejoiced; but as we drew nearer, intending to speak them, a great fear seized me that they were English ships, but, God be praised, it proved not to be so. On our speaking them, they said they came from Cadiz, in Spain, and that six of them were Zeelanders, and one from Holland; upon which we agreed to run together to the Wielings in Zeeland.

On the  $\frac{17}{27}$ th, wind and course as before, we continued to do our best to bring the said ships in safely. At noon we saw over 40 sail on the English coast off Dover, which obliged us to choose the French coast; though it would have availed us little if they had been enemy's ships, for they could have easily surrounded us. As, however, no one gave us chase, we were led to suppose that it was a squadron sent in support of us. This brought the day to a close.

The [ $\frac{18}{28}$ th], the wind still as before, with calms and fine weather. We then came into the midst of



the said fleet of ships, and were informed they were under the command of Witte Cornelissen de With. I immediately went on board his ship to give him an account of our voyage. The Admiral thereupon decided to convoy these ships coming from Cadiz into safety with the whole fleet, and preparations were immediately made accordingly. The same day I also received a letter from their Lordships of the Admiralty in Friesland, and shall regulate my proceedings in accordance with the tenor thereof.

The [ $\frac{19}{29}$ th], the wind blowing strong from the north, the said ships parted company from us on their way to Zeeland, about 4 or 5 miles from Ostend; the Admiral then dropped anchor, and as the violence of the wind was increasing we struck the topmasts and yards, and remained thus the whole day.

The [ $\frac{20}{30}$ th], the wind as before, with a rough sea, topmasts struck; a few of our ships parted from their anchors; very little else occurred during the day.

[ $\frac{\text{Sept. } 21}{\text{Oct. } 1}$ ] at daybreak, the wind as before, with fine weather; in the night I had lost my anchor, which had been wrenched off by another anchor, and this, by the carelessness of those on watch, had not been noticed till daybreak, and it might have gone very badly with us. We were so close to the Flemish coast, that we could not have afforded to get much closer. On this we lowered our two last kedge-anchors, and God suffered them to hold firm, for which may His holy Name be eternally praised. Towards noon the wind veered round to the north-east, and we immediately weighed anchor and made sail again with the view of rejoining the Admiral. This we could not succeed in doing because we were to leeward of him. I made as much sail as possible and as was likely to bring me under his

notice, upon which the Admiral ordered one of his captains to sail up to me, which he did. The said captain only said that the Admiral now intended to sail towards Havre de Grâce, which is a dangerous coast and on open sea. We had only two kedge-anchors on board, neither of which was sufficient to save the ship in case of extremity. I therefore begged the captain kindly to report to the Admiral, to whom all our wants were very well known, begging him not to take it amiss if I made the best of my way homewards<sup>1</sup> in order to supply our wants, which [the captain] thereupon promised me to do.

[Sept. 22  
Oct. 2] in the morning, when day broke, being still very far from the Admiral, and he continuing his course, as we had only one anchor to which we were forced to trust our ship, it was not advisable for us to enter the Straits, or we should have lost life and limb, because we had no opportunity of obtaining the things we stood in need of, and both the French and English coasts were dangerous; I therefore resolved, as the wind was now favourable, to make one of our ports, either Vlie or the Texel; and we have sailed to-day with a southerly wind and steady breezes merrily before the wind, so that in the evening we found ourselves off Brefin Channel<sup>2</sup> and lay by during the night with shortened sail. About eight o'clock we saw a strange ship bearing down on us right in the wind; we therefore made all ready to fight; but, when she came up, we found she was a free<sup>3</sup> ship from the Maas.

[Sept. 23  
Oct. 3] the wind as before, blowing strong, with a rough sea, we then stood straight on for the coast of Holland, although it was very foggy. Towards

<sup>1</sup> 'Dat ick op gae,' *i.e.* went up.

<sup>2</sup> 'De steck van Brefin.' I am unable to identify this.

<sup>3</sup> *I.e.* not an enemy's ship.

noon we saw four sail ahead to leeward, shortly afterwards we sighted the land outside the Texel, the Camperdunes <sup>1</sup> of Texel ; we were then right up to the mouth of the channel, and got a pilot on board, who with God's help brought us safely in ; and late in the evening we came to an anchor under the Vlitter, for which may God's name be eternally praised. Amen.

[<sup>Sept. 24</sup>  
<sup>Oct. 4</sup>] we got under sail again at daybreak, doing our best to reach the Middle Ground.<sup>2</sup>

<sup>1</sup> 'Uyt-land van Texel, Camperduynen.'

<sup>2</sup> 'Extracted from a certain book found in Hoorn, bound in parchment, entitled The Journal of Captain Hans Carels[sen] Beckx, Anno 1652. Compared, &c., &c., this  $\frac{6}{16}$ th February, 1653.'





## PART VI

### *BLAKE AND DE WITH IN THE NORTH SEA*

#### *INTRODUCTORY*

##### *a. Movements of Blake and de With.*

DE WITH'S reputation as a man of daring courage and hot temper, prone to find fault and to express his displeasure in strong language, is amply borne out by his dispatches and log. Yet a comparison between his complaints and those of other commanders shows that he differed from them only in the manner in which he expressed his feelings. The defects of which he complained, resulting mainly from an absence of a centralised organisation, are to be traced in their laments as well as in his. When, on August  $\frac{14}{24}$ , he went on board to take the command which had been vacated by Tromp's suspension, he was delayed some time before he could gather round him sufficient force to put to sea, a delay employed by him in cleaning those of his ships which had been employed in the Northern Voyage, and were foul in consequence. It was not till September  $\frac{4}{14}$  that he could put out into the Schoonevelt with thirty-one ships, besides fire-ships and galliots (*see* No. 426, and p. 233, note 3). On September  $\frac{8}{18}$  he actually put to sea, convoying some merchantmen down Channel. On the  $\frac{16}{26}$ th he drove some English merchantmen ashore between Hythe and Folkestone. On September  $\frac{17}{27}$ , falling in with six valuable Dutch merchantmen homeward bound, he put about to give them convoy. On

the  $\frac{1}{2}$ th he was off Bruges shallows, where he was joined by seven men-of-war. On <sup>Sept. 22</sup><sub>Oct. 2</sub>, he was joined by Ruyter's twenty-eight ships. Nine of these were, however, in so bad a condition that it was found necessary to send them home, as well as four of the fire-ships, to be refitted, after which he gives the whole number as sixty-two (No. 437).

Whilst de With was gathering his forces in the Dutch waters, Blake, after shattering, on September  $\frac{4}{14}$ , the French convoy on its way to the relief of Dunkirk, and thus enforcing the surrender of that fortress to Spain, had sailed down Channel on the look-out for Ruyter. Neither he nor Penn, his Vice-Admiral, having been able to bring on an action (No. 430), he picked up some East Indiamen off the Start, on September  $\frac{1}{2}$  (No. 410), and carried them with him in his return up Channel, after which he lay in the Downs for some days. On <sup>Sept. 25</sup><sub>Oct. 5</sub> de With's fleet was descried outside the Goodwins (Nos. 443, 444, 445).

*b. The Battle of the Kentish Knock.*

Blake is said by Ruyter to have had sixty-eight ships with him (p. 295), against the sixty-two which de With had with him on the evening of <sup>Sept. 27</sup><sub>Oct. 7</sub>, and, though the number is probably exaggerated, it may be taken for granted that English ships in this war carried more and heavier guns than an equal number of their opponents. Nor can there be any doubt that their equipment and the discipline of the crews were also superior. De With's frequent complaints to his superiors bear witness to his condition in the latter respect. De With, however, was full of fight. On <sup>Sept. 25</sup><sub>Oct. 5</sub> the day on which he was first descried off the Goodwins, he resolved, by the advice of his council of war, to attack the enemy as they lay in the Downs. Ruyter with his squadron was to lead, closely followed by de With himself, Commodore de Wilde commanding the rear squadron, whilst Cornelis Evertsen<sup>1</sup> was charged with the duty of succouring such ships as were hard pressed. Coming to an anchor off the North Foreland de With hoped to be able to imitate Tromp's exploit of 1639. In the evening, however, a gale from the S.S.W. made the

<sup>1</sup> To be distinguished from the elder Jehan Evertsen.

operation impossible, and it was not till the evening of <sup>Sept. 27</sup><sub>Oct. 7</sub> that the weather moderated (p. 295).

On the morning of <sup>Sept. 28</sup><sub>Oct. 8</sub> it was too late for de With to catch the enemy at anchor in the Downs. Blake with the advantage of a S.W. wind had slipped out, bearing down upon the Dutch fleet, which was scattered and in disorder, some of the ships having dragged their anchors during the gale. Two East Indiamen and three men-of-war had made off or had been blown off, and de With had thus to meet a fleet numbering, according to Ruyter's calculation, sixty-eight sail, with a reduced force of no more than fifty-seven. Add to this that, though he had intended to hoist his flag on board Tromp's old ship, the Brederode, her crew refused to allow him to come on board, so that he was forced to betake himself to the Prins Willem, which he describes as the worst sailer of the fleet; he must have had sufficient indication of the temper of his men to make him doubtful of success. His doubts must have been strengthened when he found the other ships hanging back, as the fleet beat up to windward towards the enemy, though, in his opinion, every one of them was more weatherly than his own (pp. 295, 357).

Blake, in the meanwhile, had handled his fleet skilfully. When he caught sight of the enemy, finding himself a league or two ahead of the rest of his fleet, with only three ships in company, he lay to, to give time for the rest to join him. Penn, in the James, who was the first to come up with his squadron, was eager to dash on to the attack, but was ordered to await the coming of the remainder. When the greater part of the fleet had come up, Blake gave orders for an attack. It was by this time about four or five in the afternoon, the battle being fought near the Kentish Knock, on which Penn's ship and the Sovereign grounded, and though they both got off it was only by beating back to the southward. This misadventure, however, turned to the advantage of the two ships, as after the main English fleet had fallen upon the enemy, these two ships were able to pour their fire into the Dutch as they stood to the southward on the starboard tack. The fight lasted till nightfall, the Dutch having much the worst of it, as many of their ships had held back, and some of them, in attempting to fire over those nearer the enemy, sending their shot



through the hulls of their friends, as the English merchantmen had done in the attack on Port Puntal in 1625 (pp. 296, 357).

In the afternoon of the following day, <sup>Sept. 29</sup><sub>Oct. 9</sub>, the wind having shifted to the W., the Dutch found themselves to windward (p. 359), but, besides the ships captured in the action, many others left the fleet (*ib.*), and though de With was eager to renew the fight, he listened to Ruyter's prudent counsels, and resolved to make for home. On <sup>Sept. 30</sup><sub>Oct. 10</sub> the whole of the Dutch fleet still remaining under the flag was in safety at Goeree. The English expedition to the Sound will be dealt with in the introduction to the following part.

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421. <sup>Aug. 25</sup><sub>Sept. 4</sub>, 1652.—*VICE-ADMIRAL DE WITH TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My Lords, my last letter to your H.M. was written on August  $\frac{14}{24}$  (on my arrival at Flushing). Therein, amongst other things, I laid before your H.M., with but little formality, the position of affairs here. Since that time to the date of this present I have not omitted to report daily to your H.M.'s deputies whatsoever we may happen to require for the fitting out of the ships. Great discontent has arisen among the crews here, especially among those of the Directors' ships, who, nevertheless, have nothing to complain of with regard to their pay. It has gone so far that the men have run from a great many of the ships, and gone to sea in the Zeeland privateers, so that, when we sail, our numbers obviously will be very short. The most plausible reasons for this discontent which has arisen are, that on their arrival here the crews of the Zeeland ships were landed at once, and have been taking their ease

with their wives and children, whilst the crews of the Holland ships, which do not belong here, were obliged by order to remain on board, for fear that if they landed each man would go off home without permission. The dissatisfaction among the crews of the national ships has arisen from the fact that the sailors on board them earn only 9, 10, or at most, 11 guilders, whilst the crews of the Directors' ships earn 12, 13, 14, 15, 16, 17, and even 18 guilders a month, although they both perform the same service, so that it is impossible to pacify these crews any longer. Your H.M. will of course be able to judge what measures to take in this matter. The only means—seeing that the men are engaged in the same service, and must do the same work—is (I say it with all due respect) to treat them on the same footing. It is the same with the time as with the amount of payment; some are paid as soon as they have earned the money, others have waited 10 or 12 months and received no payment at all; and even when money is paid to these crews they are obliged to leave a great proportion with the owner,<sup>1</sup> and this is the reason why our crews desert, all which I beg to submit for the better information of your H.M. Our people here are thoroughly demoralised by the privateering. With regard to our progress, our ship and that of Captain van Nes have been ready the past four days to put to sea, although I was the last to arrive here. The other ships most nearly ready are those belonging to their Noble and Powerful Lordships the Board of Amsterdam. The ships of the Admiralty of the North Quarter are not so far advanced, although they might very well have been got into the same state as the ships of

<sup>1</sup> 'Aen den Heer.' Apparently de With is thinking of the Directors' ships only.

Amsterdam. I cannot forbear to report this in due course, though I fear it will have no practical effect. The Lords Deputies have given orders for the ships to put out to off the shallows, there to await further instructions. I trust that within from one to four days we shall have about 20 ships altogether ready to sail, unless any obstacle arise. With regard to my instructions for the coming expedition I understand they have been drawn up in writing. We heard yesterday that Vice-Commodore de Ruyter, and the ships under his command, fell in with Admiral Ayscue near Plymouth, and that one of the Parliament ships was sunk under our fire, and a fire-ship set on fire, and that both fleets then parted and lost sight of one another without doing anything further ; also that Admiral Blake, with 50 ships, has gone after Vice-Commodore de Ruyter, and if they meet de Ruyter will run the greatest danger of defeat. I wish very much I had found him here on my arrival. My thoughts are full of our discontented crews, and I will herewith conclude my letter, and shall omit no effort and neglect no opportunity, for the which I trust you will absolutely rely on your faithful servant. According to the letter above referred to de Ruyter is not victualled for more than 6 or 7 weeks from the present time.

WITTE CORN. DE WITH.

Done at Middelburg Sept. 4, 1652.

422. *Aug. 26*  
*Sept. 5*, 1652.—*VICE-ADMIRAL DE WITH TO*  
*THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My Lords, your H.M.'s letters to me of August  $\frac{20}{30}$  and  $\frac{21}{31}$ , 1652, reached me on  $\frac{\text{August } 25}{\text{September } 4}$ . I shall not omit to execute



the resolution of August  $\frac{21}{31}$  with regard to arrangements concerning the ships. Touching my journal of our last expedition, I gave it to my wife to take with her from here ; I have therefore ordered Herman Bonch, the messenger, to repair with all speed to Rotterdam, to get the said journal from her, and to put it into the hands of your H.M. ; and I hope that your H.M. will fully approve of its contents. With regard to our further proceedings, we are hoping to sail out to-day with a few ships beyond the Zeeland shallows, so as to lie in a better position for action. I fear that when we come to set sail a great number of men will be short in the crews, for they have gone ashore at their pleasure, without orders. Our own crew I have kept on board all the time. I find to my regret that there is a general feeling here against putting to sea immediately ; nevertheless I shall not fail to do all in my power to pursue my course of duty as a faithful servant, whose service I beg your H.M. to be pleased to accept.

Herewith, &c. &c.,

WITTE CORN. DE WITH.

Done on board the ship *Princesse Louysa*, lying to the  
W. of Flushing, September 5, 1652.

423. *A<sup>148. 27</sup>*, 1652.—*LETTER FROM ROTTERDAM*  
*Sept. 6*

[Printed in *Mercurius Politicus*, p. 1848. B.M. Press Mark  
E, 674, 32.]

Tromp having desired to be excused from going to sea any more, the States have ordered their Vice-Admiral de With to command in chief, who lies before Flushing with 50 men-of-war and 5 fire-ships, the admiral being an East India ship of 45 guns, and the rest of his ships between 32, 20, and 16 guns, but cannot go to sea for want of men, and

many of the gunners and inferior officers and several other men are English, Scots, and others. The differences between Holland and Zeeland increase more and more as to a breach between them. Holland will no ways condescend to admit of the young Prince of Orange for General, which Zeeland is resolved to insist upon—where, the drums beating lately for seamen in the name of the States, they took and cut the heads of the drums, because they [did] not beat in the name of the Prince of Orange. All trading is at a stand here, and no moneys stirring, so that it is very likely that what English gold and silver hath been formerly transported out of England will be returned to you again; and whereas your Mint hath had little or no trading of late, [it] will now flourish as formerly, if you manage the setting of it on work accordingly. It is therefore of highest concernment at present for the State of England to take care for their Mint, to set that agoing, which will partly be effected in case a strict course be taken for the future against transporting of any gold or silver; for it is that which the Parliament will most stand in need of at this present time, for the carrying on of the war against this country, the want whereof makes the Dutch to feel the consequence already, for they cannot well get any men aboard their ships, having not wherewithal to pay them their arrears. The people of Zeeland are full of mutiny, and speak high against their governors, and threaten to turn them out of their offices if they do not act as they would have them. There are about 60 vessels on the stocks at Saardam, but not a frigate among them, being only flyboats that are a-building. The seamen here are so unruly that they beat their captains already for better fare and money.

424. *Sept.* 13, 1652.—*SIR MARMADUKE LANGDALE*<sup>1</sup>  
*TO [THOMAS HOLDER ?]*<sup>2</sup>

[Bodl. Lib. Clarendon MSS. xliii. fol. 310.]

Sir,—You may remember the last time you were in these parts some overtures were made unto Count William<sup>3</sup> by the Queen of Bohemia's advice, and by Nick. Armorer's<sup>4</sup> and Mr. Silvius his means, in order to hinder the conjunction of the two States of England and these countries, the copy of which memorandum then delivered to Mr. Silvius to be by him represented to Count William<sup>3</sup> I herewith send you. The answer we received from Count William was that it was not seasonable at that time to make any overtures to the States. By your letter of the  $\frac{1}{2}$ <sup>7</sup>th of January, from Paris, you signify to me from his Majesty his good approbation of my endeavours, with a desire to prosecute the same with effect. Afterwards, by your letter dated <sup>March 30</sup><sub>April 9</sub>, his Majesty was pleased to tell you that, if he must expect any good from the Hollander, neither he nor any friend for him must at all appear in it as yet; after which time I laid aside the thought of any design. It is true Nick. Armorer was often telling me of a great desire Mr. Howard had to speak with me to communicate some design of great advantage to his Majesty, wherein upon your letter before named [I] was very unwilling to meddle until Nick. Armorer pressed me much for a meeting; whereto I told him Mr. Secretary Nicholas was in town, a public minister for the King, without whose

<sup>1</sup> As a Yorkshireman Langdale was prepared to countenance a plan for action in the North; but Hyde distrusted him, and his proposal was not accepted by the King.

<sup>2</sup> Employed by the King at Brest as Admiralty Agent.

<sup>3</sup> Count William of Nassau, Statholder of Friesland and Groningen.

<sup>4</sup> An active Royalist agent.



advice I was not willing to meddle : whereupon Mr. Armorer and myself acquainted Mr. Secretary with Mr. Howard's desire of meeting me, whereof he gave his approbation, and Mr. Howard, the same day we were to meet, met Mr. Secretary Nicholas and acquainted him with the design, which was his great desire to engage these States in the King of England's quarrel, which might be effected by contriving a way for some gentleman to possess himself of Newcastle and Tynemouth, wherein they should be assisted by Monsieur Beverweerd<sup>1</sup> and the States ; only the States would not have their names used in it, but they would disburse money, find men and arms, and all other things necessary. The requital they expected was the venting of the coals. Upon this I drew the enclosed note, with which I waited on Mr. Secretary Nicholas to meet Monsieur Beverweerd at Mr. Howard's chamber in the Court at the Hague, where we found Monsieur Beverweerd exceeding earnest in the prosecution of the design, and upon Mr. Secretary's allegation of want of power from the King he seemed displeased that there would be so much time lost, and that in this time of heat of the States against the rebels of England he thought the States would do anything for the design in hand. Thus you have the true relation of this business, as far as it hath passed. The next that is desired is that you would confer with Sir Edward Hyde, to whom Mr. Secretary Nicholas hath written all the passages, and I desire you to acquaint Sir Edward Hyde of so much of his Majesty's consent to that which was negotiated with Count William, that his Majesty may be duly informed of the state of that design, whereby his Majesty may with mature advice ground such a resolution as he may hereafter have no cause to alter for want of true information.

<sup>1</sup> A natural son of Maurice, Prince of Orange.

First, his Majesty's council will perceive by this note of what great concernment the town of Newcastle, with the trade of coals and salt, is to those that shall be masters of it, and therefore must not part with it but upon such terms as may be advantageous to his present affairs. Next his Majesty must consider how far he is obliged to the Scots or others in the promise of Newcastle. Thirdly, his Majesty may consider whether the former proffer to Count William by Mr. Silvius—where his answer was that it was not seasonable yet—be an exclusive answer so far as to meddle with another until Count William's further answer be known, and the rather because Count William is likely to be a great person of power amongst the States; and if his Majesty approve of it Mr. Secretary may discourse with him and know his final answer. Before it be further proceeded in you must press Sir Ed. Hyde for as sudden a dispatch as is possible, because, after his Majesty hath given power, it will take a long time to send into England to lay the design; besides, there is some jealousy or misunderstanding between Count William and Monsieur Beverweerd, so as it may probably be some design of Monsieur Beverweerd to press earnestly the having of Newcastle, the rather because Count William was formerly interested therein, and may, when he comes in favour, desire the same again. The copy of that memorandum that was turned into French by Mr. Silvius and delivered to Count William about October or November last:—

The profit that may redound to those that are masters of Newcastle and of the castle that is at the mouth of the river called Tynemouth.

First by coals, whereof there is yearly transported four hundred thousand chaldron, upon every chaldron of which there may be imposed ten shillings, besides payment for the owners and portage, which amounts unto two hundred

thousand pound sterling yearly ; secondly, by employing shipping, whereof there is employed five or six hundred sail of ships, in transportation of the coals to England and foreign parts. Thirdly, by salt, whereof there is divers hundred ship-loads of salt made every year between Newcastle and Tynemouth ; fourthly, by making glass ; the most part of the glass that is used in London and other parts of the kingdom for windows being made there. There may be likewise made there alum, copperas, saltpetre, and all such things as in the making thereof require hot fires. There is another benefit that was forgot in the memorandum delivered to Count William, which is : the chiefest of the herring fishing is on both sides of the harbour that comes to Newcastle, which will be the more considerable to the Hollander both for protection of their herring busses and packing and salting their herrings—this last forgot in the former note.

The means how this may be procured :—

In the first place the King's pleasure must be known, without which, signified under his hand, nothing will be attempted, which I believe may be obtained, his Majesty's present condition considered especially. If there be such propositions propounded to his Majesty as may in some measure be equivalent to the jewel he parts withal, after his Majesty's consent signified, it must be considered whether the King's party in the countries adjoining, who are very numerous, may be at the first acquainted with the design, because the Parliament have many spies amongst them, or that it be not better to send some trusty persons that are strangers to discover the strength of Newcastle and Tynemouth. For the first, I am informed the garrison was drawn out with intention to have no more ; but lately there are more soldiers come into it, but as it is believed they are for Scotland, and will not stay there. For Tynemouth there are but 100 soldiers in it, and those so negligent that they keep neither sentinel nor guard in the night time, so as a few men will surprise it ; and that castle is the only strength of the river and that country.

That on the other side<sup>1</sup> is the copy of that paper which was, with Secretary Nicholas his approbation,

<sup>1</sup> No. 424.



delivered to Mr. Howard, and by them communicated to Monsieur Beverweerd. If things succeed, Nick. Armorer will go into England to prosecute this design ; so rests

Your most faithful servant,

M.

Hague, 13th September, 1652.<sup>1</sup>

425. *Sept. ? 1652. — THE COPY OF THE PAPER COMMUNICATED BY SIR MARMADUKE LANGDALE TO MONSIEUR BEVERWEERD*

[Clarendon MSS. xliii. fol. 311. Enclosed in No. 424.]

In the year 1648 it pleased his Majesty that now is, being then Prince of Wales and Captain-General of England, to give me the command of the five northern counties, all of them then under the power of the rebels, in which counties are the rivers of Humber, whereon stands the town of Hull ; the river of Tyne, whereon standeth Newcastle, with divers other ports, as Scarborough, Burlington Bay, Whitby, Stockton, Hartlepool, Blyth Noke,<sup>2</sup> Holy Island, and Berwick, with divers strongholds within land. I was to endeavour the reducing these countries to his Majesty's obedience, and, in case I could possess myself of Berwick and Carlisle, to render them to the Scots, which I performed without the assistance of the Scottish nation. I had likewise intelligence with the Governor<sup>3</sup> of Tyne-

<sup>1</sup> *Addressed*: 'Au Monsieur M. Clemson chez Monsieur Chevalier Brown, résident du Roi de la Grande Bretagne au faubourg de St. Germain à Paris.' That Clemson was a feigned name seems probable ; my suggestion that Holder is the person intended is founded on a letter of Hyde to Nicholas, Sept.  $\frac{1}{2}$  0, *Clarendon State Papers*, III. 100.

<sup>2</sup> This is the reading of the MS.

<sup>3</sup> Henry Lilburne.

mouth Castle, which is situated at the mouth of the river that leads to Newcastle, who by the means of his Majesty's friends in those parts was persuaded to declare for the King, and to accept of a commission from me, but, putting too great confidence in the garrison, was unwilling to receive others, so as when Sir Arthur Heselrige came to storm the castle his own men left him ; the Governor was slain and the castle regained.

If it please his Majesty to command me to endeavour the regaining any port town, I shall most willingly undertake that service, and doubt not but by the assistance of his Majesty's friends to effect the same, so as I may be furnished with such necessities as are requisite thereunto, and a good army sent for the securing those ports when the[y are] taken.

This is all we delivered to Monsieur Beverweerd, Mr. Secretary Nicholas thinking it not convenient to promise the taking of this or that particular port, but only to name ports in general, and to engage them with more willingness to let them see what hath been done formerly in those countries. I hope this letter will come safe, because there was so much of secrecy in it, that it was impossible to put all in cipher. Hereafter there will be less need if the King give approbation to this design to go forward. I cannot tell well what to do without you, because those people we must employ will be for the most part such as were employed in the taking of Pontefract, whereof we must have notice from Toby Swinden, your brother, and others, so as you must write as soon as you can to them and send them a new cipher, a copy whereof I pray you send me, and how I may send to them ; for although there be many honest men about Newcastle that will adventure in the design, yet they are so given to drink

that I take strangers to be better, and some we must get entertained in the castle. If you have any intelligence with our especial old friend, I would have his advice, but stir not until you hear how the King resents it. Mr. Secretary and myself desire you to take the pains presently upon the receipt of this to St. Germain's to confer with Sir Edward Hyde. If diligence and secrecy be used I have great hopes of going through with the design, and these people that set us on war . . . all those that are employed therein shall be furnished with money by them.

426. *Sept. 1<sup>3</sup>, 1652.—VICE-ADMIRAL DE WIT TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My Lords, I think it my duty to inform your H.M. that after we have made every effort and done everything in our power to get the ships ready that are to set sail with us (now that we have the first favourable opportunity of wind and weather), adverse forces here in Zeeland have been working steadily against us, and the crews have been terribly debauched. We have, I should think, 32 or 33 ships (for I have not been able to obtain more exact particulars yet), including 6 or 8 fire-ships. Further, H. and M. Lords, if we get into action with the English in the Channel (which God grant), it will be necessary for letters of credit to be sent on our behalf by your H.M. without loss of time, to St. Malo, Roscoff, and other places, providing such money as shall be necessary to repair the ships that may have been damaged. I beg that arrangements may be made in this matter with all possible speed, otherwise we may be



placed in the greatest embarrassment. Yesterday my Lords received a letter from Vice-Commodore de Ruyter, dated <sup>August 29</sup><sub>September 8.</sub> From the bearer of the letter, the skipper of a little boat, I learnt that the said Vice-Commodore is victualled for not more than four weeks from the present date; almost all their drinking water is stinking and unfit to drink, which will certainly produce sickness among the crews. He also complains in his letter that his ships are undermanned. I therefore would submit to your H.M. whether it would not be best to have victuals made ready with all possible speed for the said Commodore's ships, and to send the same to him by some safe means, together with a good number of seamen, otherwise the want of provisions will force him to return with his fleet, which in the present conjuncture of affairs would be very detrimental to the service of the country. I therefore beg, with all respect, that provisions and men may be forthwith dispatched to the said Commodore, as well as other stores for the ships under his command, for the controllers of stores must be able to form a good guess at their wants without any lists. Yesterday we heard that Admiral Blake had sailed into the Downs on Tuesday last with 46 sail. I feel it my duty to say that I have been brought into such ill odour here, at Flushing and Middelburg, by evil-disposed people, that I can no longer go abroad in the streets, though I cannot understand how I have ever deserved such treatment. I will herewith conclude, and not fail, &c. &c.

WITTE CORN. DE WITH.

Done on board the ship *Princesse Louysa*, off the  
Zeeland Shallows, September 13, 1652.

427. *Sept.*  $\frac{8}{18}$ , 1652.—*VICE-ADMIRAL DE WIT TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My Lords, my last letter to your H.M. was of the  $\frac{3^{\text{rd}}}{13^{\text{th}}}$  instant.<sup>1</sup> On the  $\frac{5}{15}$ -th<sup>2</sup> following we put to sea with ten of the men-of-war that were most nearly ready, and anchored in the much-praised Schoonevelt. There on the  $\frac{6}{16}$ -th instant we had a violent storm from the N.N.W., the sea running extraordinarily high in the said Schoonevelt, so that it might justly be called a foul riding place, and the anchorages off the Texel and the Maas are three times as suitable for ships to ride. On the  $\frac{7}{17}$ -th instant two more East Indiamen came out, and 19 men-of-war, so that we now have 32<sup>3</sup> men-of-war assembled, as appears by the accompanying list. Those that have not come yet we expect to join us every hour, and we shall then set sail with them according to the orders contained in my instructions. Your H.M. will also be able to see from the accompanying list how undermanned our ships are, which I could well wish otherwise, and (with all due reverence I speak) they ought to be better manned, because with so few men it is impossible to accomplish a great task as it should be done; but, for my own part, I shall not fail faithfully to discharge my duty whatsoever circumstances may arise. I have now written also to my Lords the Deputies of the States of Zeeland with regard to the ships still wanting. Further,

<sup>1</sup> No. 426.

<sup>2</sup> This must be a mistake for  $\frac{4}{14}$ . See de Wit's log, p. 340.

<sup>3</sup> Thirty-one in the log (see p. 341), which is probably right as the number is there given in words.

H. and M. Lords, I heard yesterday that a few days since 8 ships of the French King took up their position in the Straits off Calais with a view of taking infantry on board at Calais for the relief of Dunkirk, and these 8 ships were attacked by three squadrons of English, consisting of 43 or 44 men-of-war,<sup>1</sup> to whom they surrendered without making the slightest resistance, so may God watch over and protect them in the hands of the perfidious English. I trust that God Almighty will soon change their fortune. I would further submit to your H.M. that no rendezvous can be appointed except off Havre or St. Malo for our ships sailing in the Channel, which is 80 miles long.<sup>2</sup> Would it not, therefore, be advisable and best for a general rendezvous to be arranged at St. Martin for all the ships from France, Portugal, the Straits, West Indies, Brazil, and even the East Indies, to assemble there, so that we might then convoy them home in a great fleet? In my opinion this would be most suitable. The soldiers that were sent us from Zeeland in place of those that were worn out and sent home are worse than I have ever carried before in all my life. I will here conclude, and shall not fail, &c. &c.

WITTE CORNELISZ. DE WITH.

Done on board the ship *Princesse Louysa*, lying  
in *Schoonevelt*, September 18, 1652.

After closing this, I received a letter from my Lords the Deputies of the States in Zeeland, telling me not to wait for any more ships, but to set out, which I shall do without loss of time.

WITTE CORNELISZ. DE WITH.

<sup>1</sup> Under Blake.

<sup>2</sup> Dutch miles, each of them equal to four English.



428. *Sept. 1<sup>o</sup>, 1652.—A LETTER FROM THE HAGUE*

[*The Faithful Scout*, p. 690. B.M. Press Mark E, 799, 1.]

Sir,—Since the coming home of the Shetland fleet, 13 of them were cast away by a storm on Sunday last in the Texel; and the storm being over at sea, as bad a one immediately ensued upon land among the seamen, who coming ashore to demand their pay, answer was made by the Lords that they must first on shipboard again, and there they should receive half-pay. This was so unwelcome news to those who had been left on shipboard that they all in a manner quitted their ships, leaving few except officers aboard; and so the 700 which first came ashore were increased to 2,000, who breathed out threats against the magistracy, and in a very desperate manner brought a piece of cannon from off the walls, and planted it against the East India House. Then, having appointed themselves leaders, they began to rally, the storm to rise, and (after the manner of tumults) all was quiet again at night. By morning the hope of gelt brought them an addition of 400 or 500 more. They marched along the streets with their knives drawn, swearing to cut the Lords' throats if they had not present pay. But the Lords having given order beforehand for some soldiery to be ready, they coming upon them on a sudden, and they not being well ordered, after slaughter made of some of them, and some taken prisoners, the rest were soon dispersed. Then the prime mutineers being called to an account, two of them were hanged before the State House, and a third was tied under the gallows for example. As execution was performing, there being an appearance of a fresh mutiny, by reason of the people thronging, as the Lords supposed, they fearing the worst gave orders to the soldiery to fire

among them, whereby 8 persons were slain, and many trod to death, and divers wounded, though, indeed, there was no occasion. This loss of blood hath inflamed that of the people, and the seamen are rather madded than mended by the business, swearing they will not aboard whatever come of it ; and that if they be forced they will show them a trick. There [are] some others of the mariners that were in the mutiny upon trial for their lives, and it is thought some more will be put to death ; but the seamen are exceedingly enraged. What the end will be, the Lord knows.<sup>1</sup>

Hague, 20th September, *stilo novo*.

429. Sept.  $\frac{17}{2}$ , 1652.—VICE-ADMIRAL DE WIT TO  
THE STATES-GENERAL

[Archives of the Hague. Translated.]

High and Mighty Lords,—My Lords, my last letter to your H.M. was written on the  $\frac{8}{18}$ th instant, when we were weighing anchor, to sail in accordance with my instructions. On the  $\frac{11th}{21st}$ , after making every possible effort, we found ourselves in the Straits of Dover. We saw not a single ship in the Downs. In the evening we were informed, by a letter from M. de Glarsyes, that Admiral Blake had sailed to the west out of the Downs on the  $\frac{7}{17}$ th instant, with 60 great men-of-war, intending to fall upon Vice-Commodore de Ruyter. From the  $\frac{11th}{21st}$  up to this present we have been 8 to 10 miles to the W. of the Straits, with a contrary wind, and rough and changeable weather, making every effort to get to the west. We have not failed, whenever we had fair weather, to tack about, and to crowd all

<sup>1</sup> This disturbance took place at Flushing. See Geddes' *Administration of John de Witt*, i. 243.

sail on ; but God knows, with this contrary wind, which cuts into my very soul, we cannot advance.

The reason is that so many of our ships are such poor sailers, that I dare say, had I been alone with my own ship, I should have advanced a good 60 miles further, notwithstanding that she has not been cleaned for eleven months. We now miss three men-of-war from our fleet, so that we have but 35 ships still with us ; Lieutenant-Admiral Tromp's ship has not joined us yet ; and of my eight fire-ships seven are missing. It has been quite useless for these fire-ships to accompany the fleet, because they are such bad sailers, and so badly equipped. We must have quick-sailing vessels, and of a sufficient size (100 to 150 lasts at least), as fire-ships, such as could always hold the sea with us ; and if the present system is continued, all the expense is thrown away, as can be seen by good examples. Meanwhile, here I am in difficulties, with but one fire-ship, and she will not be able to remain with us much longer. As regards our crews, I find we have a number sick, and the beer is stinking in our ships ; and, in addition to this, we are undermanned. Yesterday we chased three or four English merchantmen, and drove them ashore on the English coast.

H. and M. Lords, these, in brief, have been our proceedings since we set sail from the shallows of Zeeland, and I shall not fail . . . .

Since writing the above, we have fallen in (off Folkestone, to the west of Dover) with six merchant ships coming last from Cadiz, in Spain.<sup>1</sup>

WITTE CORNELISZ. DE WITH.

Done on board the ship *Princesse Louysa*,  
September 27, 1652.

<sup>1</sup> Here follows an account of the merchant ships, &c., for which see de With's log, *infra*, p. 349.



430. *Sept.  $\frac{15}{25}$  -  $\frac{18}{28}$ , 1652.—VICE-ADMIRAL PENN'S ACCOUNT OF OCCURRENCES FROM SEPTEMBER 15 TO 18, 1652.<sup>1</sup>*

[Granville Penn's Memorials of Sir W. Penn, i. 440.]

Sept.  $\frac{15}{25}$ th.—About five in the morning (having lain a-try<sup>2</sup> all night) we set our foresail and two top-sails, the wind at W. by N. About nine we made the Bolt, which bore N. by E. seven leagues off. About ten Capt. Mildmay bore under our stern, and told me the General was near the shore to leeward. We were not certain we saw him all night, it being dark before he cast to the southward. I sent Capt. Mildmay to leeward, to tell Capt. Saltonstall, commander of the *Lion*, that I desired he would keep near, and not lose us, for that we had but two days' beer in the ship. The Portsmouth I sent to the Rear-Admiral, who was about a mile astern, to let him know I had a desire to speak with him, which, indeed, was to consult what was best to be done, the General and all the fleet, save about fifteen of us, being (as we supposed) borne up for Torbay. My own resolution was to keep sea so long as I could with safety in respect of my want of beer, and, in case I had a slatch<sup>3</sup> of weather, to get some from any other ships, till I received commands from the General. Towards noon we saw two ships about four miles in the wind of us; one we made to be a fly-boat, both with Holland's ensigns. They fired several guns; two or three we could plainly distinguish by their smoke. Our men at topmast-head discovered a fleet of ships to windward of them, about five miles. The Rear-Admiral presently bore under my stern and told me he would come aboard,

<sup>1</sup> Granville Penn notes that this is 'from the original in Sir W. Penn's handwriting.'

<sup>2</sup> *I.e.* 'hove to.'

<sup>3</sup> Perhaps a form of 'slack.'

to which purpose we hauled our foresail to the mast. With him came his brother, Capt. John Bourne, Commander of the Assistance, and soon after Capt. John Coppin, of the Speaker. They desired I would fire a gun and put abroad a flag of council, which I did, not so much to determine what to do (being resolved, by the assistance of God, and in his strength, to engage them, and to use what means I could to bring them thereunto) as to keep these from bearing up to the General in Torbay (where we supposed he was), and to let them know it was the Dutch fleet we saw to windward, which many of them were ignorant of. Notwithstanding, I was unwilling, lest any dirty mouth should say I called for council whether I should fight or no. But at last they prevailed, the gun was fired, and the flag hanged on the mizen shrouds. I sent Capt. Howett in the Foresight, and Capt. Graves in the President, frigates, to ply to windward, to discover them and bring intelligence. I dispatched Berry in a ketch, presently, with a letter to the General at Torbay, to let him know our present condition and what my resolutions were. There came aboard me old Capt. Haddock in the Vanguard, Capt. Ben. Blake in the Triumph, Capt. Mildmay in the Nonsuch, Captain Batten of the Garland, Capt. Houlding of the Ruby, and two captains of merchant ships that were of Sir George Ayscue's squadron, whose names or ships I know not. I told them it was the Dutch fleet they saw to windward, and that I was resolved to use all means I could to bring them to engage us, it being in their choice, they having the wind; to which our commanders showed a great deal of willingness. I desired, in case they would not, by reason of the gusty, stormy weather, to the end they might keep us company, that we might all keep abroad very good lights; and if I chanced to tack in the night I

and the Rear-Admiral would show more lights than ordinary, and fire two guns apiece ; for, if they had a mind to avoid us, all the reason in man could not help it, they having the wind, the weather beginning to prove thick, and the moon not to rise till after midnight. But, indeed, I did not question their seeking to engage us, being in sight near three to one, our people telling, some thirty-six, some forty sail, some whereof we discovered to be very proper ships, and I am confident they could not see above fourteen of ours, several being near the shore ; but at last we were eighteen or twenty sail, with the merchantmen and our fire-ships. By half-past two the captains were all got on board their own ships. We laid our ships' heads to the offing, hauled up our head-sails, and kept our after-sails abroad, that we might drive no more than of necessity, and that they might the sooner come up with us, it being thought inconvenient either to sail or tack, for that thereby we could not near them, and the weather so thick that sometimes we could not see them ; and withal it might have been said we made way for them. Besides, most of our fleet were almost out of sight astern. About half-past three the Foresight and President frigates returned, the last to the Rear-Admiral, being of his squadron, and the first being of mine to me, who said there were about forty sail. About the same time Captain Day, of the Warwick, bore up from the windward, and told us he saw between thirty-five and forty sail. Before four o'clock they hauled up their sails and clapt upon a wind between three and four miles to windward of us ; and immediately it fell so thick we could not discern them, and very much wind. We waited for a clear to discover which way they went, and what they did ; but seeing it likely to continue thick, and much wind, we set our three courses and stood off close upon a



wind. About five o'clock, half an hour after, the Rear-Admiral lowered his foreyard, and fired a gun, thereby to give notice of somewhat amiss, and that we might not leave him ; so we presently hauled up our foresail and laid it aback. The Start then bore N., about four leagues off. It proved very stormy, much rain, with dark weather, the wind at S.W. by S., having been between that and S.W. by W. all day. Before midnight it began to clear up, and the wind came to the west, a very stiff gale. All this while we could not see the Rear-Admiral come up, which made us fear he had sprung his foreyard. About midnight I set sail and stood off. Half an hour after we saw several guns fired in several places on our weather quarter, which made me doubt they had fallen in upon some of our stragglers. I presently fired two guns, put abroad several lights, and cast about to come up for their relief. This shooting continued not in our sight a quarter of an hour ; and to our judgment we lay up to the point of the compass we saw the guns fired.

*September  $\frac{1}{2}$ <sup>6</sup>.*—We stood in until daylight, but could discover no more firing. At daylight we saw twelve sail to windward, under the Start point. We made what sail we could to stand with them, and they bore up to us. About eight in the morning Captain John Taylor, in the Laurel, bore under our stern and told me the General sent him, with the others, from Torbay unto me—viz., the Worcester, Diamond, Pelican, Sapphire ; the Hound and Fal-mouth frigate, both Dutch prizes ; and the Paradox ; the rest came not near us, nor do I know them. About this time Captain Sanders, in the Assurance, bore under our stern and told me it was he that fired the guns the last night, and that he would come aboard and give me an account of it ; to which end I muzzled

our ship, and he presently came, whose relation was that about midnight came to the northward of him a lusty ship steering away to the eastward; he fired two guns to make her stay, but they would not, upon which Sanders hove out his fore topsail, and presently came up with him; asked him whence his ship; he answered, of Flushing; Sanders bid him remain for the Commonwealth of England, who answered very uncivilly, upon which they began to fire at each other, and continued till Sanders lost sight of all our lights, being about an hour, and so left the Fleming, who all the time of the fight steered somewhat a southerly course; and about the time Sanders left him he saw to the southward of them several lights, and he was certain of one whereof had a light in his maintop, all which he plainly perceived to steer away to the eastward, and was confident it was the Holland's fleet, who made use of the darkness of the first part of the night to pass by us, which, with what Captain Anthony Young, commander of the Worcester (being present) related, fastened a belief of it in me, though I could scarce imagine they would have been so poor and low-spirited. But 'the hearts of all men are in the hands of the Lord, and he turneth them as the rivers of waters,' and truly 'His ways are past finding out.' And as I am persuaded the good of God's people is much concerned in our present employment, so He knoweth (considering the accidents that happened) I casted with the best of my reason and judgment to meet them. But the promises of the Lord are 'Yea and amen,' one of which is that all shall turn for the best to those that fear and serve Him, which makes me desire to rest satisfied in His pleasure.

Capt. Young's relation was that with our General are some Scotch and English, formerly

taken by this Holland's fleet, and lately retaken in the vessel surprised the 12th inst. by the Pearl, who aver the whole fleet had not then eight days' victuals. Captain Young, nor any other, brought me any written order from the General; but that, if we saw not the Dutch fleet, to ply in for Torbay, but not to be put to the eastward of Portland road. We stood in till past nine, to meet some of our ships which were astern, when we cast about to the southward in hopes to discover the Dutch fleet, if they were borne to leeward. Upon Capt. Sanders' relation, I spoke somewhat in order to follow them, but was presently convinced it was irrational, and in me unanswerable. About this time Capt. Golding, in the Hound, commanded<sup>1</sup> a Holland's vessel; what she was, as yet I know not; and about four, afternoon (discovering nothing), we cast to the northward, at which time the Start bore N.W. by W. eleven leagues off. At eight the Start bore W. by N., about nine leagues off; it had been a stiff gale at W. all day, with gusts, but then it was much wind at S.W. by W., and promised more. We hauled up our foresail, and tried in to the northward, intending, if we saw nothing on the morrow, to get into Portland road, being past hope of fetching Torbay if the wind continued westerly, nor would our beer hold out longer by the cooper's account to me. At midnight it proved little wind.

*Sept. 17.*—Before four in the morning, a fine gale sprang up at N.N.W. A little after, we set our sails and stood to the westward, hoping to get up to the General in Torbay. About nine, we spake with Capt. Deakins in the Advice, who told us he came out of Torbay, and that the General was

<sup>1</sup> *I.e.* 'took.' Note by Granville Penn.



there. We saw no ships but our own, save two with Swedes' colours, which some of our frigates spoke with. At ten, we stood in; the *Start* then bearing N.W. by N., four leagues off. About six at night we anchored; the *Berry* [Head] bore N. three leagues off. A stiff gale at N.W. by N. all day.

[*Sept.*]  $\frac{1}{2}\frac{8}{8}$ .—Towards four in the morning we weighed; and about six, Capt. Reynolds, in the *Nightingale*, bore under our stern, and told me he had brought some of our men from Dover. About ten, we saw the *General* and several of the fleet under sail, coming out of Torbay. About eleven, Capt. Golding came aboard, and brought the skipper of the ship he took on Thursday morning; whose examination I presently took. His name was Martin Martinson, his ship of Hoorn, called the *Old Man*, burthen 300 tons, 12 guns, laden with salt and ten tons of cork. He came from Cadiz in Spain, above five weeks since, with six ships more, which he lost in a storm on Monday night, thirty leagues to the westward of Scilly; five of them were *Flushingers*, whose lading he knows not, the other was an *Amsterdammer*, come from Smyrna, with silks, &c.; touched at Cadiz for company, all bound home. He saw no ship but his consorts since he came from Cadiz, where he left but one English ship; he knows not her name, but she was a merchant-ship. Before four, I was aboard the *General*, two leagues without Torbay.

This is an exact account of the occurrences since my parting from the *General*, according to my best memory.

W. PENN.

431. *Sept.*  $\frac{1}{2}^{\frac{8}{8}}$ , 1652.—*A LETTER FROM DOVER*

[*Mercurius Politicus*, p. 1895, B.M. Press Mark E, 675, 20.]

The tenth instant the Holland fleet, under de With, came in sight of this town, at the back of the Goodwin. The  $\frac{11^{\text{th}}}{21^{\text{st}}}$ ,  $\frac{12^{\text{th}}}{22^{\text{nd}}}$ , and  $\frac{13^{\text{th}}}{23^{\text{rd}}}$  they plied to the westward; the  $\frac{1}{2}^{\frac{4}{4}}$ th they lay between Calais and Boulogne; the  $\frac{1}{2}^{\frac{5}{5}}$ th they came on this side with five or six frigates, and gave chase to a Sandwich pink, but she got safe into the Downs.

The  $\frac{1}{2}^{\frac{6}{6}}$ th de With, with about 30 sail, came to this side again, having gotten sight of seven or eight sail coming from the westward. They bore up to them, and between Folkestone and this town put the Swan frigate on shore, and three Morlaix men laden with linen cloth, and two or three small men of this town, most of them ashore. The Mary fly-boat and Briar frigate got past them to this town, but exchanged several shots with them. Thus it pleased God to preserve them all. De With himself came very near the shore, and let several broadsides fly at our ships that were stranded, and Sandgate Castle returned him several guns. Towards night he with his stood over to the French coast to the rest of the fleet; and that tide all our ships got off without much damage, only the Swan frigate got a bulge, which made her leaky, and is now mending at this place.

The  $\frac{1}{2}^{\frac{7}{7}}$ th instant de With lay at half-sea over betwixt Boulogne and this town. This day being the  $\frac{1}{2}^{\frac{8}{8}}$ th they have been and now are at the back of the Goodwin. They are about 60 sail in all. There is no news here of General Blake. De With is obliged to play some feats upon him, or else never return into his own country, where otherwise the people have vowed to stone him.

432. *Sept.*  $\frac{18}{28}$ , 1652.—*VICE-ADMIRAL DE WITH TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My Lords, my last letter to your H.M. was written on the  $\frac{17}{27}$ th instant, and I therein briefly reported our proceedings to your H.M., in particular that I was greatly embarrassed because not one of the fire-ships that sailed out with us was left with the fleet; and I venture to say they were not fit to put to sea with us, both because they were bad sailers and ill-equipped. I therefore beg your H.M. that at least a dozen proper fire-ships may be made ready forthwith; that they should be fly-boats, with two decks, of 260, 280, or 300 tons, excellent sailers, and properly fitted out with everything, able and fit to sail with our fleet; a large quantity of fresh water can also be put on board these fire-ships for us; and if no regard is had to these points, all the expense incurred for these fire-ships will be wasted, as has now been the case, and they will be useless in an encounter with the enemy. To-day we fell in with Captain Hans Carel Beckx, who was parted from Vice-Commodore de Ruyter's squadron off Cape Barfleur, close to Cape de la Hague, in the storm of the  $\frac{15}{25}$ th. He told us the said Commodore had not victuals to last a fortnight in his ships, and was in want of all sorts of stores. Therefore, unless he receives succours, he will obviously have to put in. I would once more submit to your H.M.'s consideration whether it would not be advisable to have victuals and stores got ready without loss of time for the aforesaid squadron.

Herewith, &c. &c.

WITTE CORN. DE WITH.

Done on board the ship *Princesse Louysa*,  
this  $\frac{18}{28}$ th September, 1652.



433. *Sept. 21*  
*Oct. 1*, 1652.—ORDERS OF THE COUNCIL OF  
STATE

[R.O., Interr. I, 33, pp. 18, 19, 20.]

That a letter be written to the Committee of the Navy to desire them to give their warrant to the Treasurer of the Navy to pay to Edward Mauditt the minister's pay due for the ship *Lion*, the Council understanding that he hath officiated in the said ship, and hath not as yet received his pay for the same.

That the petition of John Bland of London, merchant, be referred to the Committee for the Admiralty, who are to consider of what number of men are fit to be allowed to him for the sailing of his two ships, and to report what they think fit to be done thereupon.

That it be referred to the Committee for the Admiralty to consider what ships are now at liberty which may be appointed for a convoy for the ships now at Newcastle, and to report their opinions herein to the Council; and the letter of George Dawson, dated at Newcastle the 16th instant, and directed to Colonel Langham, is to be sent to the Committee for the Admiralty.

434. *Sept. 22*  
*Oct. 2*, 1652.—ORDERS OF THE COUNCIL OF  
STATE

[R.O., Interr. I, 33, pp. 23, 24.]

That the Commissioners of the Navy, and also the Victuallers of the Navy, be sent unto to come to the Council to-morrow at 3 of the clock in the afternoon; and the Victuallers of the Navy are to bring an account to the Council at that time of the state of the victualling of every ship respectively

employed in the service of this Commonwealth and furnished by them upon their contract.

That the Commissioners of the Navy be written unto to pay off the company of the Swan frigate, which is now come in from sea.

That order be given to the commander of the Swan frigate for the bringing of her in from Chatham, and delivering of her to the master shipwright there in order to be repaired.

That a letter be written to the several commanders of the ships which are not now with General Blake's fleet, and wait for orders, to let them know they are to repair to Yarmouth Roads, and to be assistant to the Yarmouth fishery until they shall receive further orders from the Council.

435. *Sept. 22*  
*Oct. 2*, 1652.—*THE BOARD OF ADMIRALTY OF  
AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

*To the Lords the States-General.*

High and Mighty Lords,—On the  $\frac{1}{2}\frac{9}{9}$ th September we informed your H.M. what ships we should be able to contribute, to the total of eleven, ordered by your H.M.'s dispatch of the  $\frac{1}{2}\frac{4}{4}$ th September, to be sent to the Sound; these are now ready to put to sea, and ought to be reinforced by four of the extraordinarily equipped ships belonging to the Directors here, to which we hoped four more ships would have been added from the North Quarter and Friesland, for which the other seven were to wait. But up to the present we have heard nothing of these latter. Since then the merchants here, interested in the expected Muscovy fleet, have had news from Hamburg, by divers letters, that a

certain ship had put in there, which had parted company in the White Sea from the said fleet composed of sixty-seven ships, laden with corn and other valuable merchandise, all bound for these provinces. They had decided, from fear of the English, to run to the south of Bergen, where they expected to meet further convoy, in accordance with the orders and instructions sent to them by an express galliot chartered for that purpose. We have been further informed, by the report of passengers from England who have arrived at Rotterdam and Enkhuizen respectively, that about twelve days since eighteen English ships of war sailed for the north, under the command of Vice-Admiral Bourne; several reports were current as to their destination, but it was probable they had gone to meet the said Muscovy fleet, or were to be found to the south of Bergen, in the hope of falling in at the same time with some of the very richly-laden ships that are expected back from Spain sailing the long way round England. This has given rise to such a feeling of insecurity and impending disaster among the merchants here, especially among the Muscovy traders, whose ships carry no guns and are without any means of defence where they are, that we were obliged, at their urgent request (and with a view also of frustrating the destructive scheme of the English aforesaid, and of protecting the good inhabitants of these provinces as much as possible from injury, the said fleet being worth altogether upwards of six millions [of guilders], as we are informed), to add Captain Balck's ship (which we had otherwise ordered to sail to the Texel) to the seven men-of-war belonging to our Board and the Directors here, as mentioned above, instructing them, instead of remaining idle while awaiting the arrival of the ships from the North Quarter and Friesland, to put to sea at once



and sail to the south of Bergen aforesaid, to fetch away the said Muscovy fleet, which has doubtless arrived there, or else to meet them at sea and to convoy them inside Texel or Vlieland, at the same time doing all the injury they can to the English ships they happen to meet. We trust that this will be effected so quickly that the said ships will still have time to allow part of them to be in the Wielings with the fleet to assemble there and sail for the west, and for the remainder, with the abovesaid ships that are due from the North Quarter and Friesland, to perform the next convoy eastwards, awaiting the orders of your H.M.'s officers in the Sound; whilst we consider (under correction) this expedition is the more necessary and well-founded, from the fact that the said English ships will probably do their utmost to fall in with the fleets from Spain and Muscovy, and to take or destroy them, and then will sail on to the Sound, either with the whole or a part of their fleet, to fetch away the few ships that are lying safe in the harbours there (where also our ships could be kept quite safely). We trust, therefore, that your H.M. will consider our arrangements herein (which we were prevented from previously submitting to your H.M. by want of time and by necessity for action, which otherwise we should have wished and desired to do), to be the best course to be taken, and for the advantage of the country. And in order that no delay shall be caused in the meantime to the ships bound westward, we shall order them to assemble in the Texel under the protection of six first-rate war-ships belonging to the Directors here, so as to be ready to sail out and repair to such place and at such time as your H.M. shall appoint, to which we are eagerly looking forward. We hope to reinforce them further, as is said above, with four to six of our first-

rate ships, on their sailing from the last rendezvous, and we are busily engaged in taking measures and forwarding preparations for this purpose.

Herewith, &c. &c.

September 22nd  
October 2nd, 1652.

P.S.—After this was ready to be dispatched, we have received intelligence that the English ships mentioned above were seen and spoken on Friday last, off the Norway coast, by a skipper from Stralsund, who passed the Vlie on his way westward. They were eighteen in number, and making for the Sound, where they would probably be, according to the calculations of the said skipper (communicated to his crew), on the Sunday then following. Having duly considered this report, although uncertain of its truth, we have ordered the aforesaid Commodore Balck to reinforce his squadron with some more ships, if there are any ready in the Vlie, and also to hire two galliots to ascertain the truth off the Skaw and the coast of Jutland, and also at Flekkefiord in Norway, with instructions that when he gets certain news that the said English ships are in the Sound he is to repair thither, and join the ships of this country which may be there, warning them beforehand, if possible; but if not, [ordering them then] to repair to the south of Bergen, in pursuance of instructions delivered to him. Of all which we have thought it right to acquaint your H.M., in addition to the above.

Done on the <sup>22nd September</sup><sub>2nd October</sub>, 1652.

436. <sup>Sept. 23</sup><sub>Oct. 3</sub>, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 33, pp. 26-28.]

That a letter be written to the Victuallers of the Navy to let them know they are to deliver all the

victuals which are declared for and not yet delivered in the several ports according to the declaration of the Council in that particular.

That a letter be written to General Blake to acquaint him with the condition of some colliers and fishermen at Newcastle, as also with the condition of the ships and convoy of the Sound by reason of the fleet of the Dutch gone that way, and to desire him . . .

That a letter be written to the Commissioners in Scotland to let them know that the Council did not know that there was any Court of Admiralty in Scotland when the blank commissions were lately sent thither, to desire them to cause the said commissions to be returned, and to issue out commissions of private men-of-war to such as they shall think fit, not exceeding the number of twenty, which are to be granted upon the usual terms and security as those in England, save only that the prizes are to be brought in there, and there to be adjudged, and the part due to the State to be there reserved for the use of the State.

That order be given to the Judges of the Admiralty to prepare two blank commissions for private men-of-war to be made use of by the Governor of Scilly as he shall see occasion, and to prepare them so that they be dispatched by Saturday's post to the said Governor.

437. *Sept. 23*  
*Oct. 3*, 1652.—*VICE-ADMIRAL DE WITH TO*  
*THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My Lords, my last letter to your H.M. was dated September  $\frac{18}{28}$ .<sup>1</sup> In the afternoon of the  $\frac{20}{30}$ th, after the last of the

<sup>1</sup> No. 432.



merchantmen we had convoyed had sailed for Zeeland,<sup>1</sup> we got extraordinarily rough weather from the N.N.W. We there met 7 ships (including Lieutenant-Admiral Tromp's ship), the names of which, with the men and guns they carry, are set forth in the accompanying list. On <sup>September 21</sup><sub>October 1</sub> we did our best to get out to the westward ; on <sup>September 22</sup><sub>October 2</sub>, wind S.W., off Nieupoort, we fell in with Vice-Commodore de Ruyter and his fleet of 28 ships, the names of which, with their crews, guns, and period for which victualled, are also entered in the enclosed list. He had come last from the Start, and there, four days since, has seen several of Admiral Blake's ships, which tried to entice the said Commodore out of his course, so as to surround him. Nine of his ships are not fit to remain at sea any longer, as well as all his fire-ships ; so that we have not a single fire-ship, although we have the greatest need of really good ones. Many of the remaining ships of the said Commodore's squadron have quite exhausted their water, which makes us very anxious to provide them with some out of the little we still have in store. The ammunition we brought from Zeeland we shall distribute among them as soon as possible. The said ships stand in the greatest need of the articles set forth below, and they have absolutely nothing in store. To save time, I am now sending an earnest request to my Lords the States of Zeeland to be pleased to send them to us by the first opportunity. I must hope they will reach us very soon indeed, while we are prevented from getting off from before Ostend by contrary wind and rough weather, and are forced to ride at anchor. But if we get a favourable wind, I shall not wait for them ; they can then be sent after us by the first safe opportunity. The stores required are as follows,

<sup>1</sup> See *infra*, p. 352.

and they ought to be sent off to us without delay, as quickly as possible :—

A large quantity of water, for the ships that have just joined us.

A large quantity of sheet lead for plates, &c.

A large quantity of nails, as follows :—10, 8, 6, and 5-inch double and single middle nails, double clout nails, and sponge<sup>1</sup> nails.

A large quantity of old linen for the barber, for the wounded, because there is none in store.

Two chests of medical stores, because the barbers have exhausted all their medicines.

Four dozen cheeks ready-made, both for masts and yards, and other things ; a good quantity of hinges and fastenings for ports.

Three cables for the ship *Prins Willem*, which has only 5 in store ; also a large quantity of sail-cloth, for making sails, &c.

A great quantity of hogsheads and rough barrels, for filling the vats when they fetch water.

Item, that the little boat and galliot now dispatched may be supplied as quickly as possible, and be sent to us full of fresh water, as we need a good 80 hogsheads of water daily in the fleet, because the drink and beer are very stinking. I have begged my Lords the States of Zeeland, with all due respect, to have the above sent to us with all haste in a proper ship by a safe opportunity, for it is of the highest importance for the service of the country ; and if we miss the fresh water, which I hope will not be the case, we shall be obliged to go in search of it with our whole fleet, along the coast of France beyond the Channel, as our people cannot live on board without fresh water, and I trust my Lords the States of Zeeland will attend to this with the greatest possible dispatch. I feel obliged in this letter to

<sup>1</sup> Possibly nails for fastening on the sponges used for cleaning the guns.

mention that the biggest ships that sailed out with us from Zeeland—Captain Kempen and Felip Joosten—have not more than 14 days' water from the present time, by reason, so they say, that they were unable to get water when they asked for it at home.

For the rest, H. and M. Lords, we purpose, if we are not hindered therein, to sail out to the West with the whole of our fleet without loss of time, sailing as far as the Lizard and Ushant; but God knows that with a contrary wind, having among us many foul ships and bad sailors, we cannot advance at this season of the year, for storms and rough weather must be expected; still we shall not fail to quit ourselves as good soldiers and seamen. Enclosed is the list of the ships that have joined us, and also a copy of the minute respecting the disabled ships and fire-ships sent back. Our whole fleet still remains 62 ships strong, such as they are. I have further to add that a Captain, Hans Carel Beckx, belonging to Friesland, first made off from Vice-Commodore de Ruyter without permission, and came in to me towards dark; and after I had provided him with water for the sustenance of his crew, he made off a second time from me. Every day we get more sickness, which is caused by the stinking beer; and in addition to this we are undermanned, and are embarrassed by not having a single fireship with the fleet.

Herewith . . . .

WITTE CORN: DE WITH.<sup>1</sup>

Done on board the ship *Princesse Louysa*,  
October 3, 1652.

<sup>1</sup> The following note is inclosed in this dispatch:—

'Whereas the undermentioned captains of the fire-ships, whose names are set forth below, have informed us that the fire-ships under their command are quite leaky, their masts, tops, and yards all split and to pieces, and that they are quite without sails and



438. *Sept. 24*  
*Oct. 4*, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 33, pp. 29, 30, 32, 33, 36.]

That a letter be written to General Blake to acquaint him with the intelligence received from Holland of de With's going towards the Sound, to

cordage to enable them, according to their own report, to continue serving at sea ; some also of their crews are unwilling to serve any longer ; we therefore, having taken the same into consideration, and considering that we are not likely to get any service from them, have determined to order the captains of the fire-ships to sail in company with the others to the Texel and on to Amsterdam, and to show this minute to the Lords of the Admiralty there, informing their N. and P. Lordships that these fire-ships are absolutely unfit to go to sea with us, and that meanwhile we are greatly embarrassed by having not a single fire-ship with the fleet, though we are in sore need of them. I hope that proper fire-ships will be dispatched to us without loss of time. These must be better calculated to weather storms with the fleet, and very excellent sailers, and if this is not the case all the expense incurred will be useless. They should be 130, 140, to 150 lasts, and very well equipped indeed with cordage and sails.'

'Done on board the ship *Princesse Louysa*,  
'October 2, 1652.'

The names of the captains of the fire-ships appear in the margin : 'Hendrich Arensen Sanger, Jan Claessen Corff, Jan Hendrichsen Overkerck, and Cornelis Beerck.'

The following note is also inclosed, with a marginal note to the effect that a similar one was given to each of the captains whose ships were unable to keep the sea :—

'Whereas Captain Fortuyn is quite disabled, and has come to the end of his victuals, and is therefore unfit to remain at sea any longer, I have therefore ordered the said captain to sail to Zieriksee with the ship under his command, and to take on board her so many sick and wounded as Vice-Commodore de Ruyter may deliver to him, and to report to the Lords of the Council at Middelburg the damaged state of his vessel, and (with their orders) to clean and repair her, and to revictual, and then, having executed the orders of the aforesaid Lords of the Council, to come and look for us round about the Start, where we purpose to be cruising, between the Lizard and Ushant, if nothing occurs to prevent us.'

let him know the Council doubts not but he hath heard of it ere now, and hath provided for the safety of that convoy ; however, if not, that he will do it, lest by want of an addition of strength that affair may miscarry.

That laws of war for the sea be prepared by the Judges of the Admiralty, and Dr. Walker, Advocate for the Commonwealth, for the reiglement of the fleet, and that the papers concerning former instructions and articles in that kind remaining here or with the Committee of the Admiralty be delivered to them, and a report made hereof to the Council this day sennight.

The Council being informed that the bills of lading and invoices and other papers found aboard the ships that are taken prize be embezzled or otherwise made away, whereby the propriety of the goods cannot be so well known, nor any fraud in point of embezzling the said goods be discovered, to the great prejudice of the State, as well as particular persons, it is therefore ordered that the Judges of the Admiralty and Dr. Walker do prepare instructions to be given unto the several officers of the fleet in reference to the said business, that the like inconveniences may be prevented for the future.

That the Council do approve of the Commissioners of the Navy their fitting out the Princess Maria, Arms of Holland, and Dolphin to sea with all speed, and that the same be signified unto them by a letter from the Council.

That the letter of the Commissioners of the Navy, dated the 24th of September instant, be referred to the Committee of the Admiralty to take consideration of the particulars therein mentioned, and especially of that part thereof which concerns the providing of money for the mariners, to which purpose they are to send for the collectors for

Dutch prizes to be informed of them what money they have, or can raise in a short time by sale of the said goods, and the said Committee is likewise to consider how the money formerly appointed for the relief of the captives at Algiers, and now remaining at Deal Castle, may be made use of for the present exigency, and how that money may be again supplied for that service, when it can be sent over. And therein the Committee is desired to confer with Colonel Thomson.

That three of the deputies to the Serjeant-at-Arms do go down to Rye and take into their custody the late captain of the Merlin frigate and bring him up to the Council.

That a letter be written to the mayor and jurates of Rye to approve of their care in the committing of the captain of the Merlin frigate, to desire them to deliver the said captain into the custody of

<sup>1</sup>, in order to be brought up to London to make answer to the matters wherewith he stands charged.

That a letter be written to the master of the Merlin frigate to desire him to send up three such persons along with the late captain as can testify concerning the action of his killing a man aboard the frigate.

That it be referred to the Committee for the Admiralty to confer with the purser of the Merlin frigate concerning the present wants and condition of that vessel, and thereupon to give such orders and directions concerning her as they shall think fit.

That the difference between the Commissioners of the Navy and the Victuallers of the Navy as to the account of the delivery of victuals to the use of the fleet be referred to the consideration of the Committee of the Admiralty.

<sup>1</sup> Blank in original.



439. <sup>Sept. 24</sup><sub>Oct. 4</sub>, 1652.—*PROCEEDINGS OF THE COMMITTEE FOR TRADE AND FOREIGN AFFAIRS*

[R.O., Interr. I, 131, pp. 34, 35.]

This Committee having conferred with the Judges of the Admiralty and Doctor Walker, Advocate of the Commonwealth, concerning the best and speediest way of bringing the captain of the Merlin frigate to justice for the murder by him committed at sea in the said ship, and finding that the Judges of the Admiralty have a power to try facts of that nature, it is ordered :

That it be reported to the Council as the opinion of this Committee that the said captain be sent for up in safe custody, and tried by the Judges of the Admiralty, and so many witnesses summoned to attend the trial as shall be necessary for proof of the fact.

2. That it be reported to the Committee as the opinion of this Committee that laws of war for sea be prepared by the Judges of the Admiralty and Doctor Walker, Advocate for the Commonwealth, for the reiglement of the fleet, and that the papers concerning former instructions and articles in that kind remaining with the Council or Committee for the Admiralty be delivered to them with order to make report thereupon this day seven night, together with instructions to be given to the General and officers of the fleet in relation to regulating and directing their proceedings upon their taking of prizes.

440. <sup>Sept. 24</sup><sub>Oct. 4</sub>, 1652.—*LETTER FROM THE HAGUE*

[Printed in *Mercurius Politicus*, p. 1918. B.M. Press Mark E, 678, 2.]

Our merchants grow heavy in heart but light in purse. No less than three of them broke this week in

Amsterdam. We had great thoughts of heart for Ruyter upon the news of Blake and Ayscue's being joined, who we feared might have swallowed him up ; but then we were comforted again with hope the King of France will resent the falling upon his ships by the English, and thereupon make peace with the Princes.<sup>1</sup> It is some cordial, too, that de Wit, though he were forced back again by weather to Zeeland with his whole fleet, hath convoyed some six of our silver fleet that came from Spain, through the Channel ; the rest that are behind may (we hope) have the same fortune. And for other losses we hope we may a little repair ourselves upon the English in the Sound, for we have sent out a recruit to our 8 men-of-war there of 12 more, which were a that part of those that were at Shetland, and it's said 6 more shall follow, which are conceived enough to fight the English in those parts, and convoy our corn fleet from Muscovy. It is news here that Hamburg hath shown us a trick by setting out an edict that none of their ships shall carry any goods to these parts ; but at Amsterdam they vow to be even with them, and send ships to obstruct the passage in the Elbe, as we intend to do before Dunkirk, and prevent trading to those places.

441. *Sept. 25*, 1652.—*ORDERS OF THE COUNCIL OF*  
*Oct. 5*  
*STATE*

[R.O., Interr. I, 33, pp. 40-42.]

That it be signified to the Commissioners for sale of Dutch prizes that upon any occasion when the Commissioners for the Navy shall send unto them for any prize goods for the use of the fleet that they do thereupon give notice thereof to the Com-

<sup>1</sup> *I.e.* Condé and Conti

mittee of the Navy, as also of the value of the goods which shall be so desired, and, upon receipt of a warrant from the Committee of the Navy for the delivery of them, to cause the said goods to be delivered to such person or persons as the warrant shall direct, and not otherwise.

That Mr. Thurloe do prepare the draft of an Act whereby it may be declared that all such persons who buy Dutch prizes of the Committee appointed for sale of them, and pay not in their money according to their contracts, shall forfeit a moiety of the value of the said goods, as also for the authorising of such as the Parliament shall think fit to administer an oath to the Commissioners for Dutch prizes, and such as shall be employed under them for the true and faithful discharge of their respective trusts and employments.

That a letter be written to the Victuallers of the Navy to desire them to dispatch forthwith to the Downs what victuals they have in readiness for the supply of the ships with General Blake, as also such of the merchant ships as are not upon contract, the which proportion lieth at Dover at present, being not sufficient for that purpose.

That a letter be written to the Committee for the Navy to issue their warrants to the Commissioners for prize goods for the payment of such sums from time to time to the Treasurer for the Navy as they shall have in their custody.

That a letter be written to the Treasurer for the Navy to issue such moneys as he shall receive from the Commissioners for prize goods according to such directions as he shall receive from the Committee for the Navy.



442. <sup>Sept. 25</sup><sub>Oct. 5</sub>, 1652.—*THE COUNCIL OF STATE TO MR. COMPTON, MR. TYSON, ETC.*

[State Papers, Domestic, xxiv. 140.]

Whereas the Council is informed that Captain Warren, captain of the Merlin frigate, hath lately killed a man in the said frigate, and for the present is secured by the Mayor of Rye, in the county of Sussex ; and we, having written to the said Mayor to send up said Warren in order to his trial in the Admiralty ; these are therefore to will and require you to repair to Rye aforesaid, or wherever you shall understand the said Warren to be, and receive him into your custody, and him safely to bring up unto this Council. And all officers, both civil and military, are hereby required to be aiding and assisting unto you in the performance hereof. Of which you are not to fail, and for your so doing this shall be your warrant. Given, &c.

September 25, 1652.

443. <sup>Sept. 26</sup><sub>Oct. 6</sub>, 1652.—*A LETTER FROM GENERAL BLAKE'S FLEET IN THE DOWNS*

[Printed in *Mercurius Politicus*, p. 1911. B.M. Press Mark E, 675, 27.]

Endeavouring to get out, according to the resolution taken yesterday, the wind and tide was so against us that we could not get out. Immediately after the Dutch stood clear out of sight, and some of our frigates followed them till night, they steering away south-east. Towards evening, it was resolved at a council of war that our fleet should set out this morning by break of day. But it blew so much wind then, and all this night, that we could not weigh anchors. In the very instant

came in one of our ketches, giving intelligence that he saw them riding 3 or 4 leagues north-east of the North Foreland. To-morrow morning by the first of the tide we intend to seek them out, and use all possible means to engage them.

444. *Sept. 26*  
*Oct. 6*, 1652.—*LETTER FROM DOVER*

[*Mercurius Politicus*, p. 1911. B.M. Press Mark E, 675, 27.]

This afternoon the mayor of the town received order from the General to command all seamen belonging to his fleet to repair on board their several ships upon pain of death, which was proclaimed by beat of drum, and two barks were gotten ready to carry them into the Downs, and they are all gone.

We hear that de With is at the back of the Goodwin with 50 or 60 sail; I believe our fleet will visit him to-morrow morning betimes if he stay there. Five or six of our frigates were not far from his fleet this day. A private man, also of this town, was near and took a prize, which was outward bound—nothing but ballast found in her. A Holland's ship cannot be found in the sea now. They say they are all Hamburgers and Lübeckers. They will be no kin to Holland, though they live in Amsterdam.

445. *Sept. 26*  
*Oct. 6*, 1652.—*A LETTER FROM GENERAL  
BLAKE'S FLEET IN THE DOWNS*

[*Mercurius Politicus*, p. 1912. B.M. Press Mark E, 675, 27.]

Yesterday about 10 in the forenoon we told about 5 sail of ships without the Goodwin, plying to windward, it being a stiff gale at south. One of

them had a Holland flag on the maintop masthead ; the other two flags we could not see, though we discovered several with pennants at the fore and mizen mastheads ; four of the scouts we saw a fair distance to windward of them ; then did the flood begin, and continued till 4 in the afternoon, about which time our General called a council aboard of him, where it was concluded not safe to turn out, for that it would be dark before we should get our anchors aboard ; all which was true, and indeed it proved a very dark, rainy, blustering night, but we go to sea the first opportunity. I should have told you they were all out of sight again about noon, standing over towards their own shore. This morning some of us were under sail, others a-peak, near away, but the weather proved so that the tide was done before that could be effected. Just now one of our scouts came in, and told us they were all at anchor four leagues off the North Foreland north-east. To-morrow early, if wind and weather permit, I presume we shall leave this place in quest of them. I hope the presence of the Lord will accompany us. The next easterly wind, I believe, they must convoy their merchantmen, which are said to be above 200 sail, waiting for a wind and a convoy ; and in reason they will send what strength Holland can make to put them through this Narrow, knowing we are here.

446. *Sept. 27*  
*Oct. 7*, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 33, pp. 44-46.]

That a warrant be issued to the Judges of the Admiralty to prepare three blank commissions for private men-of-war against the French and Dutch, and to send them to Colonel Morley.



That Sir H. Vane be desired humbly to acquaint the Parliament that the Council is informed that there is some money yet remaining upon the first bill for sale of delinquents' estates, not as yet charged, which would be of very good use towards the paying off of some of the ships' companies now come in from sea, in case some order were given for the disposing of it to that purpose, and thereupon humbly to move the Parliament that power may be given (if they shall think fit) either to the Council of State or the Committee of the Navy to issue their warrants to the treasurers for those moneys for the issuing of the same to the Treasurer for the Navy, to be by him disbursed for the above-mentioned service.

That Gerrit Jansen, of Enkhuisen, Dirk Claese, Dirk Bogaert, captains; Andries Bucker, Peter Christenson, and Adrian Lendersen, masters, lately taken prisoners and committed, and all others of this nature committed to the Upper Bench prison, be discharged, and that the sum of 10s. be given to each captain and master towards the bearing of their charges home, and 5s. apiece to each common man, which money is to be paid out of the contingent moneys of the Council.

That the petition of David Galbraith, now close prisoner in the Tower, be referred to the Committee for Prisoners, who are to examine the same and report their opinion to the Council.

447. <sup>Sept. 29</sup><sub>Oct. 9</sub>, 1652.—*NEWS FROM THE DOWNS*

[*A Perfect Account*, p. 729. B.M. Press Mark E, 676, 6.]

Sir George Ayscue,<sup>1</sup> being somewhat impaired in his health, came up to London, and the

<sup>1</sup> Pauluzzi, the Venetian resident, writes on <sup>Jan. 22</sup><sub>Feb. 11</sub>, 1653, that Ayscue 'had found the way to excuse himself from the service,

letters this day from the Downs certified that General Blake hoisted sail to the northward on Tuesday last in the morning, and what you may expect to hear further in a few days you may judge by the expression in his own letter to the Council of State, viz. : ' I engage about 70 Dutch men-of-war which lay by Goodwin Sands, and this may possibly be the last before I seal my faithful services with my best blood.'

448. *Sept. 30*, 1652.—*ORDER OF THE COUNCIL OF STATE*  
*Oct. 10*

[R.O., Interr. I, 33, p. 57.]

That a warrant be drawn for the commitment of Captain Warren to Newgate for murder, in order to be tried for the same.<sup>1</sup>

That a letter be written to the Judges of the Admiralty, to acquaint them that Captain Warren is committed to the prison of Newgate in order to his trial for the murder committed by him, to send to them the examinations and papers which are relating to this business, and to desire them to use all

and his intention has been carried out with particular satisfaction to the public and to himself.' We gather from the fact that about the beginning of September Ayscue received a letter from Hugh Peters urging him to take no further part in a war against a Protestant enemy, that Ayscue was thought likely to respond to such a demand. It is true that he forwarded Peters's letter to Parliament (*Pauluzzi's Dispatch*, Sept. 7<sup>th</sup>, 1652, in his letter-book in the Record Office), but his resignation may very well have been the result of his opinions. He was not again employed on board an English fleet till after the Restoration. In 1657 Bordeaux, the French Ambassador, canvassing the chances of various seamen as possible successors of Blake, dismisses Ayscue, not because Cromwell objected to employ him, but because he objected to serve under Cromwell.

<sup>1</sup> See No. 442.

expedition in the bringing him to trial for the offence wherewith he is charged, the witnesses of the fact being now in town, staying purposely upon that occasion, and they, being officers of the ship, cannot be spared from their charge.

That a letter be written to the Commissioners of the Navy to acquaint them with the defects of the Advice frigate, to desire them to give order immediately for the repairing of them and fitting them forth to sea.

449. Oct. 11, 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 33, p. 62.]

That a letter be written to the Commissioners of the Navy to desire them to take care that the victuals which are to be sent to the fleet from the Victuallers of the Navy may be hastened to them, and also to signify unto them that Mr. Willoughby is, by order of Parliament, appointed to succeed Captain Moulton in the employments which he had at Portsmouth.

That a letter be written to the Committee of the Navy to acquaint them with what hath been urged by the Victuallers of the Navy as to the want of money for the enabling them to proceed in the making of the provisions of victuals declared for, to desire them to take care that they may be so supplied with money that they may be enabled to carry out and perform their contracts ; and that the public service may not suffer, to desire them also to furnish the Commissioners of the Navy with some moneys for incident charges.



450. *Oct. 11, 1652.—CAPTAIN JOHN MILDMAY TO  
SIR HENRY VANE*

[Bodl. Lib. Tanner MSS. liii. fol. 126.]

Honourable Sir,—Having found your Honour's favour towards me, I make bold, in a thankful acknowledgment, to present you a brief account of the passages in our late engagement with the Holland fleet under Admiral de With and Admiral Ruyter, in which business God did much appear, in many circumstances very evidently checking the pride and arrogance of that insulting enemy. The Lord enlarge our spirits to return praise accordingly.

Sir, I pray excuse the abruptness, and with a favourable construction of what is presented from

Your Honour's humbly in the best bond of duty to serve you,

JOHN MILDMAY.

Nonsuch, at sea, 1st October, 1652.

The first day of engagement Admiral de With had a pennant under his flag, but the second day none.<sup>1</sup> The first day upon his poop he had the Holland's colours, but the second day a blue flag, which their captains who are with me say is a sign to make sail away.

451. *Oct. 11, 1652.—CAPTAIN JOHN MILDMAY'S  
RELATION OF THE SEA-FIGHT WITH THE  
DUTCH*

[Bodl. Lib. Tanner MSS. liii. fol. 13. Enclosed in No. 450.]

Tuesday, <sup>September 28</sup><sub>October 8</sub>, in the morning, the wind westerly, the whole fleet weighed from the Downs,

<sup>1</sup> This is probably accounted for by the removal of de With's flag to the Prins Willem ; see p. 357.

and about noon we had sight of the Holland's fleet, then being about six leagues eastward of the North Foreland. The Nonsuch frigate (my command) sailing very well, I stood ahead of our fleet till I came within gun-shot distance of the Holland's fleet, who lay by the lee, staying for our fleet; then, being so near, I hauled on the backstays, and forthwith our Admiral, Vice-Admiral, and others came to the place where I lay; then our Admiral hauled a backstays also by reason that the greatest part of our fleet were far astern, some being then about two leagues off the Holland's fleet. About 60 sail lay in a close body, having two Admirals, and vapoured very highly, often firing single shot towards us; but our Admiral forbore till his fleet were come to a fair distance. Then our Admiral bore upon theirs and fired on both their Admirals (who kept together). Then the fight began, being about 5 of the clock afternoon, and both fleets fell very close to, ours having and keeping the wind of them. It was most hot service, our General giving and receiving broadsides, and so ranged to the length of the Holland's fleet. Thus our fleet stuck close to it till about 7 in the evening, about which time I took notice of 3 great Holland ships, one having lost all his masts, which was Rear-Admiral to the Admiral of Holland. Another of 30 guns had lost his mainmast, and another of about 500 tons, 30 guns, towing off him that had lost his mainmast to the Holland's fleet, who were fair by to leeward. These three being near each other, I stood to them, and, coming within half-musket shot, the great ship cast off his tow, which was a gallant frigate of 30 guns aforesaid, who had all his head sails up, running to the Holland's fleet. I fired a few guns into him, and ran directly on board of him, entering about 30 men, so that he presently yielded.

Then I suddenly sheered off and pursued the great ship which before towed him, and in about half an hour I got up by his side and laid him on board upon the weather. Entering my men, he called for quarter, so I entered about thirty men more aboard him, at which time several Holland ships were close by, yet none came to help them. The Ruby frigate followed me; but they, seeing I had done the work so quickly, tacked away to our fleet, who lay all to windward (it then being night); then, I having entered my men and possessed that ship, giving my men order to ply to windward to our fleet, I put off so soon as I could, for my ship received hard blows aboard him. I stood back to the first that I ran alongside of, then sent my boat on board him, who returned bringing me the captain of the Rear-Admiral of Holland, and also the captain of the same frigate (for when the Rear-Admiral had lost his mast the captain went on board this same frigate). I lay by this frigate until midnight, till I had lost sight of all our fleet, and was driven to leeward of the Holland's whole fleet, being not a mile from them. Then, for that the said frigate's mainmast being gone, all his rigging, sails, and masts shattered, his ship's hull exceedingly torn, with many dead men on board, and making much water in hold, I could not possibly work her; therefore, to save men's lives, I took out two captains and about eighty men, leaving none that could come, and so left the ship in a sinking condition, then made all sail to get to windward, clear of the Holland's fleet, and to get to our own, who were about four leagues to windward of me.

*Wednesday, <sup>Sept. 29.</sup><sub>Oct. 9.</sub>*—Early in the morning, little wind; being about 2 leagues off our fleet between them and the Hollanders, I went in my boat on board the admiral to give the General an



account, as also to give the intelligence I had gained from the captains and others. Then I found the other great ship I had taken amongst our fleet. Then our Admiral made all sail he could to get to the Holland's fleet, but, the wind shifting northerly, the Hollanders were to windward. About noon, some two leagues off, our General hauled on back-stays a little, to see if the Hollanders would bear up ; but they did not. Therefore our General made all sail to get them, but they made all sail close upon the wind to go from us, upon which all our frigates and the rest did our utmost to ply up to them ; they kept in a body, the worst sailers with topgallant sails to get from us. About four in the afternoon our frigates, one after the other, got near, and began very hotly with them, and they with us, passing whole broadsides about two hours ; but our great ships could not possibly get up amongst them. Yet the Sovereign and some others got within shot, and plied many shot, and for that they kept their great East India ships in the rearguard, we could not get up any competent strength to break them, for they did their utmost to get from us. So thousands of great shot passed from one to the other, till it was so dark that we could not know our own ships. So we drew off to our Admiral, who straight put up his lights upon the poop and maintop ; but the Hollanders showed none, but most poorly and sneakingly stole away. Our fleet plied up all night to avoid the shoals, for we had at midnight but seven-fathom water.

*Thursday, <sup>Sept. 30</sup><sub>Oct. 10</sub>.*—In the morning the Holland's fleet were gone to leeward so far as we could see them at our topmast head, the wind S.S.W., standing to their home. We chased them awhile, but they being so far off and running, our fleet being out of victual, and the charge of the great ships at

this season [being so great], many of our ships' masts being maimed, it was not judged fit to follow them to their coast, which proving a lee shore might have hazarded all our whole fleet. Our General his ship was much torn in his sails and rigging, &c., and so were many others who best know their own damages. Captain Joseph Jordan in the Pelican did very gallantly both days, and was extremely shattered the first day; and the rest did bravely; but I took notice of him especially, being nigh him. But above and beyond all, the Lord of Hosts appeared in His power, putting terror in the hearts of our enemy, and a spirit of great cheerfulness and courage in our own; wherefore let His great name have all the honour and praise, yea, magnified be His glorious name who hath owned our cause in this great dispute, and quelled the pride and arrogancy of that insulting enemy.

Read October 5, 1652.

452. Oct. 12, 1652.—*GENERAL BLAKE TO THE COUNCIL OF STATE*

[Bodl. Lib. Tanner MSS. liii. fol. 129.]

Right Honourable,—My last to your Honours was the 28th of the last in the morning. About noon that day we got sight of the Dutch fleet standing close by a wind to the westward, the wind then at S.W. Between 3 and 4 in the afternoon they got their fleet together, being sixty sail, and hauling their foresails upon their masts made ready to fight. There was then by me the Vice-Admiral and some others; but a great part of the fleet was astern by reason of their late weighing in the Downs, which I supposed was occasioned by the late storm we had there. As soon as a considerable part was

come up to us, the Dutch then tacking, we bore in right with them, their Admiral in the head. I commanded no guns to be fired till we came very near them, so that there passed many broadsides between us and them, and by means of their tacking the greatest part of our fleet came suddenly to be engaged, and the dispute was very hot for a shor[t] time, continuing till it was dark night. That night we lay in sight of each other, refitting our ships, which were much torn. The next morning, being little wind and variable, we bore with them as fast as we could, they seeming a while to stay for us till afternoon; then, the wind coming northerly, they made all the sail they could, and stood away to the eastward towards their own coast. We followed them as much as possibly we could. They then having the wind of us, many shot passed between some of our headmost ships and their stern fleet, but nothing could engage them. Then, it beginning to grow dark, we tacked to get our fleet together, and, if we might, get the weather-gage. And being then half channel over, it was advised by the captain, master, and mates, the pilot, and others to lie close upon that tack till ten of the clock, that so we might have length enough to spend that night, presuming likewise that they would tack before the morning, which would again have brought us together if the wind had stood. But it pleased God that it proved but little wind that night, which was westerly. The next morning the wind came at S.W., and from the topmast head we discovered their fleet, and stood away after them, many of our frigates ahead of us, some so far that they saw West Gabbard.<sup>1</sup> Then, perceiving they fled from us as fast as they could, and bent their course for Goeree, it growing less wind, I sent for the Vice- and

<sup>1</sup> MS. 'Gable.'



Rear-Admirals, and also a great part of the captains, being then come aboard for the supply of some necessaries, we advised together what was fittest to be done. And it appearing that the merchant ships were all much the most part altogether out of victuals, and ours unable to supply them, it was resolved that we should return to our own coast. What harm we have received by loss of men or otherwise I cannot yet give your Honours a just account. In our ship we have only three that we know slain, whereof our Lieutenant-Captain Purvis is one, about twenty hurt, which is a great mercy of God, considering the multitude of shot flying among us, and our nearness to each other in the fight. We are also bound with much thankfulness to acknowledge the Lord's goodness towards us in affording us such fair weather and smooth water at our engagement, otherwise many of our great ships might have perished without a stroke from the enemy, for both this and the *James* touched once or twice, and the great ship<sup>1</sup> had 3 or 4 rubs upon the Kentish Knock. What loss the enemy had sustained we know not. Three of their ships were wholly disabled at the first brunt, having lost all their masts, and another, as he was towing off the Rear-Admiral, was taken by Captain Mildmay ; and the second day they were many less in number than the first. The Rear-Admiral and two other captains are prisoners, who say that they conceive by the striking of de With's ensign,<sup>2</sup> and the putting forth another of a blue colour, that he is slain. This is a true and faithful narrative of the Lord's dealing with us, and of our deportments in the late engagement.

Yesterday was brought into our company a vessel called the *State of Elbing*,<sup>3</sup> bound for

<sup>1</sup> The Sovereign.

<sup>2</sup> MS. 'ancient.'

<sup>3</sup> MS. 'Elvin.'

Bordeaux, the master whereof, upon examination, says that about 14 days since, three leagues off the Skaw, he met 18 sail of our men-of-war, being about 23 leagues from Elsinore, and that there were in that port, upon his coming out, but eight Holland men-of-war.

Most of our merchant ships being out of victuals I shall, I believe, be necessitated to send them into the river, where, if it please your Honours to give order for their revictualling, or else at Harwich or Yarmouth, some of them may be fit for the northern guard, in answer to your Honours commands so often received. There be many also of the States' ships whose commanders do complain very much of their defects, as the Pelican, Guinea, Ruby, the latter having lost her head. I am also informed that the Andrew is very much maimed in her masts and yards in the last engagement, and will scarce be fit to continue out much longer. Upon survey I shall speedily give your Honours a more perfect account both of her and the rest, as also of other things, in the meantime humbly recommending your Honours to His Divine grace and blessing, myself, and our weak endeavours to your favourable judgments remain,

Right Honourable,

Your Honours' most humble and faithful servant,  
ROB. BLAKE.

De With and Ruyter commanded the Dutch fleet that was to the westward, each of them wearing a flag on the maintop.

From aboard the Resolution, off the North Foreland,  
October 2, 1652.

Read<sup>1</sup> October 5, 1652.

<sup>1</sup> *I.e.* read in Parliament.

453. Oct.  $\frac{2}{12}$ , 1652.—VICE-ADMIRAL PENN TO  
GEORGE BISHOP<sup>1</sup>

[Penn's Memorials of Sir W. Penn,<sup>2</sup> i. 446.]

Honoured Countrymen,—My last to you was on the  $\frac{26}{6}$ th. The  $\frac{27}{7}$ th proved south west till the afternoon.

<sup>Sept. 28.</sup>  
<sup>Oct. 8.</sup>—Early in the morning the General with the fleet got under sail, having a fresh gale at W. by N.<sup>3</sup> At noon we discovered the Holland's fleet. About 3 in the afternoon, our General not having above 3 of his own squadron up with him, the rest of our fleet being a league or two astern, and I<sup>4</sup> with most of my squadron being near him, I sent Captain Reynolds, of the Nightingale, to know of the General if I should leave him and bear up among the enemy with my squadron; but presently the General, coming by the lee, noticed that from the Dutch fleet, who likewise drove with theirs, and being warned by the General, I bore up under his stern and asked the question myself. They answered: As soon as some more of our fleet come up we should all bear in amongst them. We ran a fair berth ahead of our General to give room for my squadron to lie between him and us.

In this time de With, who commanded the Dutch fleet—consisting of about 59 sail of men-of-war and some small vessels—left his own ship of 40 guns and went aboard the biggest of the India ships of 56 guns, where he wore the<sup>5</sup> flag, his own ship taking

<sup>1</sup> Employed as agent for intelligence by the Council of State.

<sup>2</sup> Printed with some alterations and without the writer's name as part of 'A Relation of the late Engagement,' in *Mercurius Politicus*, p. 1926, B.M. Press Mark E, 678, 2.

<sup>3</sup> Blake gives the wind as S.W., de With as W.S.W.

<sup>4</sup> 'Vice-Admiral Penn' is substituted for 'I' in *Merc. Pol.*, showing that the original is the one here reprinted.

<sup>5</sup> *I.e.* the Dutch.



it in. Tromp's ship, the Brederode, was in the fleet, but the men would not receive de With. About four, most of our fleet being come near, our General bore in amongst them. We presently filled to bear after him,<sup>1</sup> but it pleased God, the Disposer of all things, to disappoint us, being aground upon a sand, supposed the Kentish Knock. It was reasonably smooth, and, for my part, I did not feel her strike; the master and others said they did, but the man that hove the lead overboard said we had not three-fathom water, by which account it was too true. The Sovereign was near musket-shot without us,<sup>2</sup> and struck several times, for hereby we were forced to tack our ship to clear us of the sand,<sup>3</sup> and, indeed, it fell out better for doing execution upon the enemy than we could have cast it ourselves; for as the Dutch fleet cleared themselves of our General, he standing to the northward and they to the southward, we fell pat to receive them, and so stayed by them till the night caused our separation. What damage we did them cannot be exactly known. Blessed be the Lord, what they did us was not much. We had two men killed, another past hopes, and about five hurt;<sup>4</sup> all our masts, except the mizen, very badly shot; our hull, sails, rigging, and gear, as usual in such cases, somewhat shattered.

As to our carriage in this engagement, I cannot say much. The Dutch, in my judgment, did flag very much in the latter part of it; and I do really believe,

<sup>1</sup> In the *Merc. Pol.* version it is said here that the Dutch 'gave some single shot as a bravado to our General.'

<sup>2</sup> *I.e.* outside.

<sup>3</sup> In the other version it is said that the Resolution, Blake's ship, also grounded.

<sup>4</sup> About forty slain, as the letters say, in all our fleet, whereof only one officer, viz., Captain Jervis, lieutenant to General Blake, and not many wounded.—*Merc. Pol.* The name is given at p. 274 as Purvis, which is probably right.

through the mercy of God, they could not have stood it out one hour longer. And truly the business looked so handsomely by their ranks in firing at us, when our General stayed for the coming up of the fleet,<sup>1</sup> that it was believed that God, by hardening their hearts, had fitted them for a greater destruction. All night we could see their lights plain a small distance to leeward of us ; which made us believe they wished to engage us the next morning. Being little wind and various, we drove with our lights abroad.

<sup>[Sept.] 29</sup>  
<sup>[Oct.] 9</sup>.—As the day broke, we saw the Dutch fleet N.E. early, more than two leagues from us. We bore upon them all the forenoon, having little wind and various. They seemed to stay for us. About one, afternoon, sprang up a fresh gale of wind northerly,<sup>2</sup> by which means they had the wind of us. Our General, perceiving that their spirits declined, by their making no great haste in their way towards us, commanded our frigates to ply up so near them as they could, and keep firing at them, while the rest of us did our best to get near them. About 3, some of our frigates got within shot, and much powder and shot was spent on each side, it continuing till night, but I think to little purpose. At which time, three in the afternoon, the Dutch fleet set their main sails and what else they could to get away from us, standing towards their own shore, About the setting in of the evening, our General tacked to the westward. This night we did not keep sight of them.<sup>3</sup>

<sup>1</sup> The other version, which here must be taken from another letter, states that the Dutch fleet was divided into three squadrons.

<sup>2</sup> Between 10 and 11 o'clock, the wind tacking to the N. and N. by W.—*Merc. Pol.*

<sup>3</sup> About 8 or 10 of our frigates had chase of them, and were within shot of them from 4 o'clock in the afternoon till 6 at night ;

[Sept.] 30.  
[Oct.] 10.—In the morning, daylight, they were as far as we could discern them at topmast-head. We all bore after them, having a fine gale at S.W. Before nine the General sent for me to come to him, as also for the Rear-Admiral: the General hauled up his sails and stayed for us. There we found Captain Read of the Sovereign, and about twenty commanders, most whereof came to let the General know they had not three days' victuals, some less. These commanders were all called into the cabin for advice, where it was concluded for several reasons not to run further on the Holland coast, the Maas being then E.S.E. about twelve leagues off, whither, it was conceived, they were steering; indeed they did but play with us yesterday to draw us on their coast. Our General called off some frigates that were chasing ahead and made sail towards the Downs or some convenient place to get a recruit of victuals, which we are still endeavouring.

Now I shall tell you what damage visibly we did them in the engagement. One of my squadron, Captain John Mildmay in the Nonsuch, took a fly-boat of near 500 tons with 30 pieces of ordnance; and presently after took possession of another frigate of 30 guns, 12 whereof brass, who had all her masts shot by the board and lay like a wreck in the sea. This he was forced to quit again about midnight, being driven to leeward near the Holland's fleet. He took the Hollanders out of her and suffered her to sink, she being very leaky. On board the fly-boat

our small frigates and galleys, and the rest of our frigates plying upon them. The Sovereign and some of our great ships also came up to them, and we using all possible means to make them engage with us until the rest of our fleet might come up; but they would not, and all that they did was to play at us with their after-chace guns; there being some thousands of shot exchanged between them and us.—*Merc. Pol.*



he had de With's Rear-Admiral, who quitted his frigate, that had in her two brass guns ; but also in the other's condition, without masts. On Tuesday, before we engaged, we told 59 sail, besides small vessels, and the next morning we could not tell above 52, 2 whereof without bowsprits. In the morning betimes we saw one ship without masts in the midst of their fleet, which was presently after sunk. Ruyter, with 17 of the best ships that were with him to the westward, was joined to de With to make up this fleet ; the rest are victualling. The Admiral, Vice- and Rear-Admiral of each fleet wore their flags. The three captains on board Captain Mildmay conclude de With killed ; for otherwise, they say, he durst not have gone so away. The East Indiaman he fought in had no flag the next morning ; his own ship had. The captain of that fly-boat was one of Ruyter's fleet when he gave us the go-by in the night to the westward,<sup>1</sup> and hath told us how they endeavoured it.

Thus you have, in brief, God's dealings towards us ; and wherein I have been too short, the bearer, Captain Norman, can exemplify, being an ingenuous, honest man. I formerly writ to you concerning him. The General having appointed him—on my score—commander of the Arms of Medemblick, one of the prizes we took, I do again desire you will further him in it all you may ; for it will be of good service to the State to further such men as indeed he is.

Sir, I desire, so soon as you please, to hear from you ; in the mean time I remain,

Your very affectionate friend and servant,  
WILLIAM PENN.

James, in the Margate Road, Oct. 2, 1652.

<sup>1</sup> See No. 430.

454. Oct. 13, 1652.—*GENERAL BLAKE TO THE COUNCIL OF STATE*

[Tanner MSS. liii. fol. 128.]

Right Honourable,—Yesterday, near the North Foreland, I gave your Honours a short and general account of what passed between ours and the Dutch fleet, which I suppose is come to your hands. That evening we anchored in Margate road, the wind at S.S.W. This morning, the wind coming to the N.N.W., we weighed for the Downs, and by God's Providence arrived here to see if there be any supply of provisions for the revictualling of our ships, this ship having but one day's beer, but we find none. I have sent to Dover to get with all possible speed what that place affords. And I humbly beseech your Honours to hasten down with all speed that may be a considerable supply of victuals, that so we may be in a capacity to put in execution those commands of yours which we formerly have or may hereafter receive, and to answer all opportunities that may present. It being likely that the Dutch will make all the power they can by the first easterly wind to force their way through the sea with their convoys to several parts, the welfare whereof is their subsistence. A Dutch man-of-war carrying 30 guns and upwards, taken in the late engagement, I have sent for the river, under the conduct of Captain Toope, and two other merchant ships which were defective and out of victuals. The Rear-Admiral and the two other captains I made mention of yesterday are yet with me. And I desire to know your Honours' pleasure whether I shall send them up or no. This place affording no matter to give your Honours any further trouble, and the day calling upon us for the duty thereof, I do most heartily beseech the Lord of

Sabaoth to bless your Honours with continual prosperity, and a rest from your great labours, and so crave leave humbly, though abruptly, to subscribe myself,

Right Honourable,  
Your Honours' ever faithful servant,

ROB. BLAKE.

Resolution in the Downs, 3rd October, 1652.

Read 5th October, 1652.

**455.**    *Oct. 13*, 1654.—*ACCOUNT OF THE BATTLE OF THE KENTISH KNOCK*

[A letter from Gen. Blake's fleet.    B.M. Press Mark E, 676, 4.]

Sir,—On  $\frac{\text{Sept. } 25}{\text{Oct. } 5}$ , 1652, there was a great meeting of the officers of the fleet with General Blake about engaging with the Hollanders then about Goodwin Sands, and it was resolved, after several meetings, that on Tuesday last we should endeavour to engage with them. And accordingly on Tuesday last we sailed towards them, and the Hollanders stood to us, being well manned, and every ways very well fitted, and about our number, each party being between 50 and 60 sail, and the Hollanders had two Admirals.

First Major Bourne with the Andrew led on, and charged the Hollanders stoutly, and got off again without much harm. Captain Badiley with his ship also (for we have one of the Badileys a captain with us, besides Captain Badiley in the Straits), he charged exceeding gallantly; but was in very great danger to have lost his ship, for the Hollanders were so close on both sides of him, charging against him, that one might have flung biscuits out of his frigate into the Dutch ships.

All his sails were so torn and shattered that he could not sail either to or fro, or any more but as the tide drove him, and there were about 60 men killed in that frigate, and she had near 100 shot in



her hull, and was in danger of sinking or taking ; but, blessed be God, they got her safe to harbour, the fight being not above 6 leagues from the shore.

The water being shallow upon the sands, we were in some danger of sustaining great loss, in so much that the *Sovereign*, and the ship in which General Blake<sup>1</sup> was, with the admiral<sup>2</sup> began to stick, but, blessed be God, were got off again without any great harm thereby.

The *Sovereign*—that great ship, a delicate frigate (I think the whole world hath not her like)—did her part ; she sailed through and through the *Holland* fleet, and played hard upon them. And at one time there were about 20 *Holland* frigates upon her ; but, blessed be the Lord, she hath sustained no very great loss, but in some of her tacklings, and some shot in her, which her great bigness is not much prejudiced with.

We had some other losses in several other ships, some 2 or 3 in some ships slain, and in others twice or thrice that number : and some of the ships had lost more, and some less, in their sails and tacklings.

We fought them stiffly as long that night as from four o'clock until we could not see to fight longer. I am persuaded that, if we had had day to have prosecuted the fight, we had utterly spoiled them, and yet I am persuaded that their loss is very great.

The *Hollanders'* Vice-Admiral was sunk in our sight, a very great and stout ship. Also another very good frigate, and of a good bulk, we saw sink in our view. Two of their ships we have taken, one of 30 guns, and the other of 36 guns, neither of which did much oppose us after we attempted to board them. By which we perceive that their hearts

<sup>1</sup> This is a mistake for Penn.

<sup>2</sup> This ought to mean Blake's ship the *Resolution* ; but the *James*, Penn's ship, must be intended.

are much broken, and they are much discouraged. We hear of two ships more of theirs since sunk—some say three, but of that I cannot yet assure you the certainty; but, blessed be God, we lost not one ship. We pursued them the next day, and made some discovery of them, and sent out some vessels towards them; but they fled, and sailed away. We pursued them near Holland, but could not get them to engage.

I believe it will be sad news to the States; and although they thought to have foundered our ships in the sands, yet, blessed be God, we have gotten the victory, and they are fled home by the weeping cross. We are come back now to the Downs, where we are to take in supplies, and then shall endeavour to act further service, as God shall give us occasion.

I am persuaded that the Hollanders were drunk generally the most part of them;<sup>1</sup> for at first they fought exceeding desperately as ever I saw, but after some hours were nothing so valiant. But let God have all the glory, we went forth in His strength, and I hope shall still wait on Him, who hath thus far manifested His presence with us, and blessing upon us.

All our captains generally played their parts, and so did the seamen and the soldiers, who plied their work in discharging the enemy, though some of the men were up to the middle in water in some of the ships.

Dated in the Downs the third of October, 1652.

456. *Oct. 4<sup>th</sup>, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 33, pp. 74, 75, 77, 78.]

That a letter be written to General Blake to desire him to send unto Dover such of the wounded

<sup>1</sup> Obviously this is a mere inference.

men as in respect of their wounds cannot be sent to London, and that the rest be sent unto London, and likewise to signify to General Blake that order is given to the Mayor of Dover to take care of all such wounded men that shall be sent thither for the fleet, for their care and other accommodations.

That a letter be written to the Lord Mayor of London to acquaint him that several men that were lately wounded in the fight between General Blake and the Dutch are coming up to London, and therefore that he give order to the several hospitals to make room for them, and be in readiness to receive them.

That the two letters sent from General Blake, the narrative sent to the Council by Captain Mildmay, and the examination of Captain Jacobson, be humbly reported to the Parliament by the Lord President.

That it be referred to the Committee of the Admiralty to take into consideration the order of Parliament concerning the building of 30 new frigates, and how the same may be put into a speedy and effectual way of execution, and to that purpose they are to confer with the Commissioners of the Navy upon Wednesday next. And the said Committee is likewise to consider of what is fit to be offered to the Parliament in relation to the providing of money for that service.

457. Oct.  $\frac{4}{14}$ , 1652.—*THOMAS LEWIS TO THOMAS TURNER*<sup>1</sup>

[S.P., Dom. xxv. 3.]

Brother Turner,—I crave your favour in behalf of the party mentioned in the enclosed (who

<sup>1</sup> Of the Navy Office.



is an honest, faithful, and stout man) that you will please to get the Commissioners' warrant thereupon, adding this further obligation, to return it to me by the first opportunity aboard the General, wherein you will much engage him whom it immediately concerns, and in special,

Sir, your faithful friend and servant,

THOS. LEWIS.

Resolution, in the Downs, 4th October, 1652.

Though I presume you may have heard of our late engagement with the Dutch, yet I thought fit to let you know this much, that on Tuesday last, about 4 in the evening, we came up with their fleet, consisting of 60 odd good ships, and fought them till night parted, wherein we sunk 7 or 8 (whereof one was a Rear-Admiral, and, as we conceive, one of their two Admirals commanded by de With), took two, and (as we are told by prisoners) disabled most of them; and had we [had] more day then, or the advantage of wind the next and third day, in all probability half of them had not seen Holland. We chased them to their own coast as far as for sands and shoals we durst. I pray tender my respects to Major Manley, Mr. Wilson, and the rest of our friends.

Yours,

THOMAS LEWIS.

458. *Oct. 1<sup>4</sup>, 1652.—VICE-ADMIRAL DE WITH TO  
THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My Lords, I beg to inform you that on our arrival here yesterday at Helvoetsluys, I received your H.M.'s letter of the <sup>2nd</sup><sub>12th</sub> instant, and we shall not fail to regulate our proceedings accordingly. I had previously given

orders that all the captains and their crews were to remain strictly on board until further orders from your H.M., which order I have repeated from your H.M.'s letter. I had previously intended, as announced in my letter, to come to the Hague to make my report to your H.M., purposing to bring with me the list of all the captains, of what those require whose victuals have given out, and also a statement of the disabled condition of several of the ships as declared by the captains themselves; and these lists I thought necessary in order that your H.M. might not be hindered by the sending of an express, for so far I have not heard anything of the Lords Deputies. I trust your H.M. will be pleased to approve hereof; meanwhile, I shall not fail to await the Lords Deputies.

Herewith, &c. &c.

WITTE CORN. DE WITH.

Done on board the ship *Princesse Louysa* off the Kwak,<sup>1</sup>  
October 14, 1652.

459. *Oct. 15, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 33, pp. 80, 81.]

That Commissioners be sent down from this Council to General Blake to confer with him concerning the disposing of the fleet under his command to such services as they shall receive instructions for from the Council.

That Sir Henry Vane be one of the persons who is to go down as a Commissioner from the Council to General Blake.

That Colonel Dixwell be another of the persons who is appointed to go as a Commissioner from the Council to General Blake.

<sup>1</sup> A village near Helvoetsluys.

That the Lord Commissioner Lisle be the other person who is to go as a Commissioner from the Council to General Blake.

That it be referred to the Committee for Foreign Affairs to prepare instructions for the before mentioned Commissioners who are appointed to go from the Council to General Blake, and to report the same to the Council to-morrow in the afternoon.

That one of the Commissioners of the Navy and one of the Victuallers of the Navy do go along with the Commissioners of the Council who are to go to General Blake.

That order be given to Mr. Frost out of the exigent moneys of the Council to advance such sum of money as the Commissioners shall think fit, to such person as they shall appoint, for the defraying of the charge of their journey to the Downs to General Blake.

That such messenger or messengers of the Council as the Commissioners of the Council appointed to go to General Blake shall think fit do attend upon them in their journey.

460. *Oct. 1<sup>5</sup>, 1652.—A MORE PERFECT AND EXACT RELATION OF THE GREAT AND MEMORABLE SEA-FIGHT BETWEEN THE ENGLISH AND THE DUTCH, ON TUESDAY, WEDNESDAY, AND THURSDAY LAST; WITH THE TRUE PARTICULARS THEREOF, AND THE NUMBER SUNK AND TAKEN*

[Printed Pamphlet. B.M. Press Mark E, 676, 2.]

Sir,—The Hollander having made several bold attempts, even to our very Cinque-Ports of Dover and Sandwich, his Excellency General Blake called a council of officers, who with great alacrity



unanimously resolved to give a check to their insolency ; in pursuance whereof, the whole fleet weighed anchor, who after [a] few hours' sailing, came within sight of the Dutch Navy on Tuesday last ; and bearing up to them, the enemy prepared to receive 'em, which the General perceiving, made all the possible haste he could to action, so that immediately began a great dispute, which continued for the space of four hours ; and with great valour and courage on both sides was the conflict maintained ; the onset was extremely hot and violent ; and with great fury did we salute each other ; the General, conceiving that this might possibly be his last before he sealed all his faithful services with his precious blood, charged twice through the enemy's fleet with the *Royal Sovereign*<sup>1</sup> and the *Resolution*, receiving many a great volley from them, which did exceedingly rend and tear his sails and tackling, especially the *Resolution* ; yet, blessed be God, in his own ship he lost not above three men, only some few wounded.

Captain Badiley performed singular service, and was engaged in the very thickest of action, being surrounded by six stout men-of-war ; he received many dangerous shots, had divers wounded, and about 20 slain ; but at last, by the assistance of the *Speaker*, the *Greyhound*, and *Diamond*, she got safe off, but, being disabled for the present, was forced to strike into Yarmouth, to be now caulked and rigged up. Two merchants that were likewise in the service received several shot under water, and, being near sinking, were forced to make to the shore. Many of our ships are much rent and torn, being most of them extremely engaged ; but what our loss of men at present is we know not, yet this much I may ingenuously infer, that in so sharp

<sup>1</sup> Known in Commonwealth times simply as the *Sovereign*.

a conflict, disputed with so great gallantry and resolution on both sides, some loss<sup>1</sup> must needs be sustained. However, confident I am that the enemy's is far greater, for we have sunk their Rear-admiral, a gallant ship carrying about fifty guns, and their great ship that carried 68 guns, being the greatest that was ever yet set forth by their High and Mighty States, and the first time that ever she engaged in service. Our men boarded her twice, but were both times repelled, and the third time became masters ; yet not long they could enjoy her, for even in a moment of time they were forced to desert her, by reason she had received many shots betwixt wind and water, which caused her suddenly to sink ; yet 6 of our men perished in her, time not permitting them liberty to escape forth.

We sunk also another of their men-of-war ; and took their Vice-Admiral and two more lusty ships. After which, bearing up close to them with a resolution to hail and board, the enemy began to decline engagement ; but our General gave order to embrace the pursuit, in obedience whereunto we chased them all day of Wednesday, and part of Thursday, till we came within sight of our own shore ; during which time the fight was extremely hot, and great was the execution ; but what further loss the enemy sustained we know not, yet certainly it must needs be very great ; for from Tuesday in the morning till Thursday in the evening the noise of the cannon was continually heard, and in our pursuit we plied them close with round shot ; though notwithstanding Admiral de With and de Ruyter resolutely returned us many a thundering volley ; and indeed, to deal plainly, the major part of them fought very gallantly ; notwithstanding which, it pleased Divine Providence to crown us

<sup>1</sup> Printed 'but some loss.'

with victory, and so to dissipate their great armada, that many of them are forced to betake themselves to harbour. We are now making up to the Downs with the whole fleet, and the General intends to send out scouts, to observe the motion of the enemy; touching which, I doubt not but to give you ample satisfaction very suddenly; in the interim, I shall only present you with a general list of what hath already happened, as more evidently appears by the enclosed.

*A list of the ships sunk and taken in the last great fight between the English and the Dutch, &c.*

The Hollanders' Rear-Admiral sunk, carrying 50 guns. Their great new ship, carrying 68 guns, sunk, being the biggest that was ever yet set forth by their States, and the first time she went upon service.

Six of our men that boarded her perished in her.

Another of their best ships sunk, carrying about 40 guns. Their Vice-Admiral taken, and two more men-of-war. And their whole fleet chased even to their own harbours and cinque-ports.

Many of our ships were rent and torn, especially the Resolution, and 3 men were slain in the General's ship, besides divers wounded.

Captain Badiley forced to strike in at Yarmouth with his ship for fear of sinking.

Divers of his men slain and wounded.

Two merchant ships that were in the service, having received several shot under water, were forced to make to shore, and divers of their men were slain and wounded.

Aboard the Garland, October 2, 1652,  
Northward of the Downs.

. . . . .<sup>1</sup>  
<sup>1</sup> The remainder of the pamphlet is taken up with a letter from the Mediterranean.



461. *Oct. 16<sup>th</sup> 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 33, pp. 83, 85, 87.]

That so many of the soldiers belonging to the regiment of Colonel Goffe, which were sent on shipboard for the service of the Commonwealth, be discharged from their continuance there, and that a letter be written to Captain Hughson Smith, commander of the Richard and Matthew, to put ashore Lieutenant Garrett and such of the land soldiers with him as are aboard the said ship.

That such of the Dutch prisoners as are now at Dover and Canterbury be released, and be permitted to repair to their own country, and that so much be signified to the Mayors of those places.

That the Mayor of Dover do pay the sum of 20*l.* to the master of the vessel who brought over from Ostend 120 English seamen who had been taken by the Dutch and dismissed in order to repair into England.

That the Mayor and G[overnor] of Dover do think of some fit person, either now at Ostend or to be sent thither, who may take care of sending into England such English seamen as shall come thither from Holland, having been taken prisoners by the Dutch upon the sea and dismissed by them.

That a letter be written to the Committee of the Navy to enclose to them the account from Mr. Philip Francis, late Mayor of Plymouth, of some disbursements made by him for the fleet with Sir George Ayscue to desire them that they will give order for the payment of 14*l.* 19*s.* 2*d.* due to him upon the balance of the account, the 700*l.* being already ordered to be paid unto him.

That Major Robert Thomson and Captain John Limmerie be required to repair forthwith to the

fleet in the Downs, and take an account of the defects of every ship there, as well to victuals as any other thing, and to use their utmost endeavours for the speedy and effectual supplying of them with all things necessary for them, and to give an account thereof to the Council.

462. *Oct. 17, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 34, p. 5.]

That the letters from General Blake, read at the Council this afternoon, the one directed to the Council, the other to Mr. Coytmor, be referred to the Committee for Foreign Affairs, who are to consider of them and thereupon report to the Council what they think fit to be done.

That the members of the Council who were formerly appointed to go Commissioners to General Blake be dispensed with as to their going upon that employment.

463. *Sept. 24  
Oct. 4* to *Oct. 17, 1652.—SECOND SECTION OF  
THE LOG OF COMMODORE DE RUYTER*

[Archives of the Hague. Translated.]

*Friday, Sept. 24  
Oct. 4*.—Item, in the morning, I went on board Heer de With, and he ordered me to distribute the powder and ammunition, and also some of the water out of the galliots. Captain Jan Pinto sailed home to-day, and we were under sail till 10 o'clock in the evening. We anchored with the wind in the South till  $2\frac{5}{5}$ th.

*Saturday, Sept. 25  
Oct. 5*.—Item, in the morning we made sail with a South wind to the Straits [of Dover].

About noon we saw 12 English ships cruising in the Straits; we were unable to get up to them, and we saw forty other ships lying in the Downs; at which time the wind was blowing S.S.E., and it was just before flood-tide, and about 30 of the ships of our fleet were a good mile, and a mile and a half and more away from us. Vice-Admiral de With therefore signalled for the Council of War to come on board, but it was rough weather and we ran under easy sail towards the open sea; and we resolved and determined to attack the English in the Downs with the first opportunity of wind and weather; and upon this he summoned all the captains on board, and told them each to prepare his ship and crew as the case required; and it was decided that Vice-Commodore de Ruyter should lead the vanguard with his squadron, and Vice-Admiral de With follow close after him, and Commodore de Wilde should bring up the rear, whilst Commodore Cor[nelis] Evertsen and his squadron should support those who were hardest or worst pressed. God grant us His blessing thereupon, and enable us to carry out [the plan] with wisdom and understanding. Amen. This evening we came to an anchor with the North Foreland  $2\frac{1}{2}$  to 3 miles S.W. of us, rough weather, wind S.S.W. all through the night till

*Sunday*,  $\frac{\text{Sept. } 26}{\text{Oct. } 6}$ , 1652.—Item, in the morning rough weather, wind S.S.W. In the afternoon we struck our main topmast and lowered the mainyard. The weather continued as before till after midnight; strong wind and a high sea; we then lowered our fore topmast and slanted our fore yard, and had [our anchors] 4 or 3 cables out; still we [our anchors] dragged till

*Monday*,  $\frac{\text{Sept. } 27}{\text{Oct. } 7}$ .—Item, in the morning we found our anchor had a good 3 or 4 cables' length, and



was still continuing to drag, and were obliged to have patience until we could entertain some hope, because it was not advisable to drop another anchor until we had more room. The wind continued S.S.W. with rough and thick weather and constant rain. In the evening the weather began to moderate. We missed both of our East Indiamen from Amsterdam. The weather moderate during the night, West wind till

*Tuesday*,  $\frac{\text{Sept. } 28}{\text{Oct. } 8}$ .—Item, early in the morning we hoisted up our topmasts and braced the yards. About 8 o'clock Vice-Admiral de With hoisted the blue flag as a signal to make sail. About noon we saw the English fleet of about 68 sail to the South of us; we headed towards them and came up with them about four o'clock. Vice-Admiral de With was in the *Prins Willem*, and we all sailed in among the enemy's fleet, and did one another great damage with our guns. We [lost] the yardarm of our mainyard. Item, they shot away our mainyard on the larboard side with the topsail sheet-block, both the braces close to the sail, the main topsail, and made our mainsail quite useless. Besides [they shot away] our forestay, both the topsail sails, the main sheet, the topsail sheet, the mainstay; and we had four shots under water, so that we were much damaged, and we drifted by one another in this manner all through the night, each ship repairing damages till

$\frac{\text{Sept. } 29}{\text{Oct. } 9}$ .

*Wednesday*,  $\frac{\text{Sept. } 29}{\text{Oct. } 9}$ .—Item, in the morning the English were about 2 miles West of us, calm weather with a westerly wind. We saw 5 ships to the East. We supposed they were our Amsterdam East Indiamen and three ships that we had missed. When we came up with them, it proved to be the *Vogelstruys* of Amsterdam with two Zeeland privateers. It was perfectly calm. At

noon the wind rose with a shower from the E.S.E. Admiral de With then headed towards the enemy, but part of the ships did not come to such close quarters as they should have done. Weather became fair with a gentle breeze until three o'clock in the afternoon. Then Vice-Admiral de With hoisted his small flag aft, and I and Commodore Evertsen, who were nearest him, went on board, and took counsel what we should do, because it was so calm, and our ships were a good mile apart, and it would have been quite four o'clock or half-past before our first ships would have come up with the enemy, and the last not till sundown. Besides, the enemy was much too strong for our fleet, for we had only 49 ships of war, such as they were, while the enemy had a good 84 ships; 16 more sail, some of their best ships, had come into their fleet in the night quite fresh, whilst our strength was diminished, for we had heard that Captain Broer Jaep of Rotterdam had sunk, with a ship belonging to Alkmaar, and 3 of the ships were severely damaged and had gone off during the night; indeed, we missed 13 ships—how they have disappeared I do not know. It was therefore decided by Vice-Admiral de With and myself and Commodore Cor[nelis] Evertsen, together with the Lieutenant skipper and both the masters,<sup>1</sup> that it was unadvisable to attack a force such as this, so much larger than our own, and provided with fire-ships, whilst we had not one. It was also considered a great injustice to imperil the fate of our country in attacking so large a fleet, because our ships were ill-manned owing to the numbers of killed and wounded, and two of them had lost their bowsprits; the mainmast of the *Prins Willem* was injured, and many other ships; so that in the evening we,

<sup>1</sup> *I.e.* the Master and the Master's Mate.

with 6 or 7 ships to leeward, engaged only with the enemy's Admiral and those of their ships most to windward. As evening came on, a number of our ships did their best to keep to windward. When darkness fell the English sailed off W.N.W., and we to the East, with still weather through the night till the  $\frac{3}{10}$ th.

*Thursday,  $\frac{\text{Sept. } 30}{\text{Oct. } 10}$ .*—Item, in the morning Vice-Admiral de With held a Council of War, and summoned all the captains on board. Vice-Admiral de With submitted to the Council to beat up to windward; but all the captains, as a body, objected to wait for the English; they said they had numbers of sick men down with scurvy, and also that the English were too strong for them. So it was resolved to go in search of reinforcements; and it was further resolved by the Council, and unanimously agreed, that we should sail to Goeree, there to await together the answer of their H.M. In the morning the English followed us under easy sail, and we drove with sail, so that about noon they let themselves drive. Then in the evening we saw the Island of Schouwen S.S.E. of us, and we sailed through the night, first on one tack, then on the other, till

*Friday, Oct.  $\frac{1}{11}$ .*—Item, in the morning Vice-Admiral de With hoisted his white flag, and inquired of all the captains the state of their ships and supplies for the information of their H.M. Then in the evening we anchored, and lay through the night with a South wind and fine weather till

*Saturday, Oct.  $\frac{2}{12}$ , 1652.*—Item, in the morning we lay almost becalmed, wind South. We had the spires of Goeree E. by S. and E.S.E. of us. In the afternoon we made sail to the E.S.E., fine weather, and ran in a little nearer. In the evening we anchored about 2 miles E. by S. of the inlet of



Goeree, and lay through the night ; wind N.N.W., a fine breeze, till the  $\frac{3}{13}$  instant.

*Sunday, Oct.  $\frac{3}{13}$ .*—Item, in the morning we saw the pilot-boat coming out to come off to us. Vice-Admiral de With then hoisted the signal to make sail, and we got a pilot on board, and lay over to the East, and about 11 o'clock we came into the shallowest part of the inlet, and found only 22 feet of water, which was barely sufficient for such large ships of so great draught. We then sailed E.N.E. and along the coast to off Helvoetsluys, there to await an answer from their H.M. ; and thus continued till

*Monday, Oct.  $\frac{4}{14}$ .*—Item, nothing in particular. We were still awaiting the answer.

*Tuesday, Oct.  $\frac{5}{15}$ .*—Item, five of their H.M. having come to Helvoetsluys, we were forthwith summoned ashore to give a report of our voyage, and received an audience this evening, and in the evening remained ashore till

*Wednesday, Oct.  $\frac{6}{16}$ .*—Item, we had another audience, and after that was over, I requested their H.M.'s permission to go home for a little while, which they granted me, so that this evening I left for Bommene[d]e<sup>1</sup> and so went on in the morning of the  $\frac{7}{17}$ th.

*Thursday, Oct.  $\frac{7}{17}$ .*—Item, in the morning I reached Zieriksee and crossed over to the Veere, and so, about 8 o'clock in the evening, reached home.<sup>2</sup> All praise and thanks be to the Lord God for His grace. Amen.

<sup>1</sup> Near the north coast of Schouwen, Zieriksee being near the south coast of the same island.

<sup>2</sup> At Flushing.

464. Oct. [?] 1652.—*ACCOUNT OF DE RUYTER'S SERVICES*

[Archives of the Hague. Translated.]

He has also had several engagements with the enemy: amongst others, an occasion on which, with a ship having only thirteen men on board, he attacked a Dunkirk man-of-war, carrying 20 guns and 120 men, chased her, and made her relinquish a rich prize, which he brought into Flushing within 2 or 3 days of her sailing out.

In the West Indies a great Spanish ship came alongside, intending to give him a broadside and send him to the bottom, but they were sunk by him, although it was only a merchant ship he commanded: he rescued the captain and crew, and when he asked the Spanish captain whether he would have shown as much mercy to him and his crew if he had sunken them, he answered stoutly that he had intended to let them all drown. Upon this he began to prepare to have them all thrown overboard; but when the captain and crew of the Spaniard saw what he intended to do, they quickly changed their tone, and begged the favour of their lives, which was granted them.

[On another occasion] the admiral, vice-admiral, and three other pirate ships from Algiers were lying in wait for him off Sallee. He hove in sight in the evening in the ship the Salamander. The next morning, at break of day, before the Turks were prepared, he did not wait for them to commence the attack, but bore down unexpectedly on the Turkish Admiral, whose ship received a broadside, and in retiring became entangled with one of the Turkish ships, and was unable to extricate itself. Wearing off from them, he turned the other side on to the Vice-Admiral and fired a

broadside into him ; they also ran before the onset, and were beaten away, taking refuge in the roads before Sallee. And this, having taken place in sight of the city, was viewed with great astonishment by the Moors, and they received him with every mark of the highest respect, and mounted him on horseback, making the captains of the pirate ships go on foot, with other signs of contempt.

He was also engaged in many other actions of less importance, and brought in sundry Portuguese [? sugar ships] and other prizes.

He had determined to go to sea no more, but to spend the remainder of his days in peace, when the English war broke out ; at the beginning of which he was requested to consent to command a squadron of ships for one expedition, on behalf of the province of Zeeland, with the title of Commander, because there was at that time no ordinary flag vacant in the province. It was only with the greatest trouble that he was prevailed upon to consent, because he foresaw many difficulties in the task both from without and within. But the necessity for prompt action overcame everything.

In this service he gave his first proof, in the year 1652, on board the ship *Neptunus*, which carried only 28 guns and 134 men, and in which he commanded a fleet of three and thirty small ships, the majority of which carried no more than thirty guns, and were all of them very undermanned. With this fleet he convoyed a fleet of about 60 merchantmen through the Channel. On the  $\frac{1}{2}$ <sup>6</sup><sub>6</sub>th August, being somewhere in the longitude of Plymouth, about two o'clock in the afternoon, the wind being N.E., he saw 45 ships to the North of them, and sailed quickly up to them. He found it was Admiral Sir George Ayscue, with forty men-of-war and five fire-ships. They came up with them



between 4 and 5 o'clock, attacked them, got engaged in a sharp fight, sailed twice right through their fleet, and with 6 or 7 of his ships was in the midst of their fleet, between their Admiral and Vice-Admiral. Between 7 and 8 o'clock the English took to flight, and sailed northwards, after one of their ships had been burnt, another sunk, and several more, according to the testimony of other witnesses, had been lost. Our fleet had fifty to sixty dead, and forty or fifty wounded. Had they been able to get the wind, and bring the fire-ships into use, they would have been in a position to completely rout the enemy's fleet.

After this occurred the encounter of <sup>September 28</sup><sub>October 8</sub>, 1652, when he was reinforced with 28 ships under Vice-Admiral Witte Wittensz. On that occasion he led the vanguard, Vice-Admiral de With the centre, and Commander de Wilde the rear, while Commander Cornelis Evertsen was to assist wherever there should be most need. We met the enemy 68 ships strong, and they were afterwards reinforced with 16 big vessels. The fight began in the Downs. After engaging with the enemy, the sides of his ship were so damaged by the firing, that he could scarcely turn at all, and he received four shot under water. Night put an end to the fight. During the night we drifted together, we found the fire-ships were not with us, and 22 of the ships were missing, having sailed home. We were, therefore, not above 49 strong, against the enemy's eighty-four. Thinking it inadvisable to attack the enemy again with such a small force, thereby placing the national fleet in obvious danger of utter destruction, we have resolved to put into Goeree Haven to be furnished with supplies, and this was carried out on the <sup>3rd</sup><sub>13th</sub> instant.

465. *ACCOUNT OF THE PROCEEDINGS OF  
THE FLEET WITH VICE-ADMIRAL DE WITH*

[Aitzema, *Saken van Staet en Oorlogh*, iii. 747, 749, 750.  
Translated.]

Tromp had returned, as has been mentioned, and his log was under examination. It was thought that there would be better success under the command of de With, who was, however, not loved by the seamen. Slowly were thirty or forty ships brought together; and a few days after he was at sea, he wrote that his beer and other drink were bad and stinking; his fleet full of sick men; and besides that he had not a sufficient number of ships, and that those that he had were undermanned, so that he seemed more ready to convoy home the six Dutch ships what had come amongst his fleet laden with silver from Spain, than to go further. The said ships had passed the Channel without meeting an enemy. Blake was got to the west to seek Ruyter.

This gave little comfort or hope to bring the English under our feet; and it was even feared that Blake and Ayscue would meet Ruyter, whose fleet was notoriously weak, and beat him, after which they might fall upon de With and defeat him.

Vice-Admiral de With, intending to convoy the six silver ships to Zeeland, anchored off Ostend on <sup>September 23</sup> <sub>October 3</sub>. There he had been joined by Commodore Ruyter with twenty-eight ships. Ruyter had seen some of Blake's ships in the Channel, but, perceiving that they sought to entice him, he had passed them by, having with him nine more ships incapable of keeping at sea, as were also all his fire-ships. De With's fire-ships were already out at sea, so that neither of them had any fire-ships at hand. As they

were necessary for fighting, he sought to replace those missing with others. He and Ruyter had now sixty-two ships, but these—and especially Ruyter's—stood in need of fresh water. He wrote that they wanted eighty hogsheads of water a day, especially now that the beer was spoiled and stinking. Besides fresh water, he asked for a great quantity of powder, a great quantity of spikes of ten, eight, six, and five inches, double and single middle nails, cleats, flatheads, and sponge nails, as well as a great quantity of linen for the surgeons to bind up wounds, having none in store. He also asked for two chests of medicines and ointments, and four dozen cheeks for masts and yards. Then some cables, yarn, a quantity of hoops, &c. He wrote that the wind and rough weather kept them still on the Flemish coast, and that all the necessary stores—especially fresh water—must be sent him as soon as possible, otherwise he must go out into the Channel to procure water on the French coast. In case of the wind serving, he ought not to wait, but to seek out the enemy.

Vice-Admiral de With and Ruyter had already put out with a fair wind to seek the English. De With had expressed a good resolution, saying as he started, 'I shall bring the fleet merrily to the enemy, the devil may bring it off.' This particular was written by the French Resident Brasset to the Count of Chadost, Governor of Calais, who soon afterwards replied to Brasset that de With had saved the devil the trouble, having brought the fleet off himself. On Friday, October  $\frac{1}{11}$ , a galliot brought news that on Tuesday, <sup>September 28</sup><sub>October 8</sub>, in the afternoon, Blake had left the Downs with sixty-five ships sailing before the wind to attack the Dutch sixty-two coming down before the wind. The next



day a letter arrived from de With himself, who wrote that he and Ruyter had resolved to attack the English in the Downs, but that the English had anticipated them ; that he and Ruyter were at first much damaged, and shot through their hulls, so that things might turn out badly ; that, having no time to hold a council of war, and his ships being much scattered by the rough weather and storm of the day before—Monday, <sup>September 27</sup><sub>October 7</sub>—he had warned the captains by a galliot to do their duty ; that he and Ruyter had done it, but were badly seconded, many having slunk away and gone off. This was on <sup>September 28</sup><sub>October 8</sub> ; the next day, they said, the English were reinforced to the number of eighty-five ships. De With, on the other hand, having been weakened, had cause to retire. Nevertheless he was still resolved and willing to attack the English again ; that Ruyter and others advised that they should not hazard the fleet entrusted to them, but that it should rather be preserved. Thus de With let himself be persuaded, acknowledging that the English ships were better sailers than his, that their guns were managed as well as his, or even better. He was sadly put out that men should be able to say : ‘ *Tua est Lavinia conjux.*’<sup>1</sup> De With and Ruyter were compelled to enter the Goeree passage—the best and nearest at hand—and to shelter themselves there till the rain was over. De With afterwards betook himself to the Hague, and made his report by word of mouth, tending in everything to cast the blame on the other captains as cowards.

<sup>1</sup> *I.e.* to say to the English that they had gained the day, as the defeated Turnus acknowledged to Æneas that he must yield Lavinia to him.

466. *ACCOUNT OF THE PROCEEDINGS OF THE FLEET UNDER VICE-ADMIRAL DE WITH*[Brandt, *Het Leven en Bedryf van den Heere Michiel de Ruiter*, i. 71-77.]

The fleet under de With was composed of 45 men-of-war, at the time of his junction with Ruyter, at which time Ruyter went on board, when it was resolved that every effort should be made to go to the west. First of all, Vice-Admiral de With, who now had the command-in-chief, had all the captains of Ruyter's fleet on board, asking them about their provisions and the condition of their ships. It was then discovered that ten of them were altogether unprovided, or had been completely shattered in the last engagement. Some of them were so leaky or so damaged in masts, ropes, and cables, as to be judged altogether unfit to keep at sea, or to perform any service. It was therefore resolved that these ten ships, together with five fire-ships which were also unserviceable on account of leaks and other damages, should be dispatched home, with a request that they should be repaired with all expedition, and then sent back to the flag. Amongst this number was the *Neptunus*, in which Ruyter had fought, and also the ships of the Rear-Commodore Verhaeff, and of the Captains Andries Fortuyn, Cornelis Evertsen the younger, Joost Bankert, Jacob Sichels, Julaus Janszoon Zanger (under the command of Jan Janszoon van der Eyk, . . .<sup>1</sup> Wagenaer, Rombout van der Par and Aldert Pieterszoon Quaboer. Commodore Ruyter exchanged with his crew into the ship *Louisa*, commanded by Captain Pieter Marenszoon. After the departure of the ten ships, the fleet of the States

<sup>1</sup> *Sic.*

was composed of sixty-four men-of-war ; but the strength of the English fleet under Admiral Blake was now about sixty-eight sail, their ships being much larger than those of the Netherlands and armed with more and heavier guns, as well as being much better manned, so that Commodore Ruyter, considering the condition of the States' ships, and the strength of the enemy, made great difficulty about attempting anything, or placing the fleet in considerable hazard against so unequal an enemy. But Vice-Admiral de With was of a different opinion ; showing himself exceedingly courageous when he put to sea, and showing a determination to accomplish something great. His intention was to attack the English in the Downs, when Commodore Ruyter was to lead the van. The enemy, however, was ready before him and came upon him, sailing before the wind, on <sup>September 28</sup><sub>October 8</sub>, so unexpectedly that he had no time to hold a council of war, being also prevented from so doing by the rough weather. Moreover, his ships were much scattered by the storm of the preceding day, so that he had to use a galliot to remind his captains that they were to do their duty. After this followed the engagement, which at first took place in the Straits, and began at three in the afternoon. In it Commodore Ruyter commanded the van, Vice-Admiral de With the main body, and Commodore de Wilde the rear. Commodore Cornelis Evertsen was ordered to assist those who stood most in need. Both sides attacked one another sharply with heavy and light guns, to the great damage of both fleets ; but the English had the greater loss so far in men, and the Dutch in sails, running rigging, and ropes. De With and Ruyter quitted themselves like brave men, but were in a short time so injured that they could scarcely put about. Ruyter had many killed and wounded,



and four shots beneath the water line. His main yardarm, on the larboard side, was shot away ; his topsail, too, was in shreds, and the mainsail in pieces, as also his halyards and the greater part of his rigging. Some of his captains followed his example and fought with the greatest courage, but he was badly supported by others. Some kept themselves separated from him in the rear till the darkness of night put an end to the battle, and both fleets were compelled to separate from one another, with the intention of recommencing the engagement as soon as daylight and the weather permitted. But the English, as some say, were in the meanwhile joined by some fresh ships. Yet the Dutch fleet had been weakened by twenty ships, by the cowardice of many captains who dropped off or passed through the fleet in the darkness of the night. Yet, in spite of this, de With wanted to attack again, and steered his ship towards the enemy, but was neither followed nor obeyed by some of the ships. Upon this he relaxed his efforts, and made signal to the commanders to come on board at three in the afternoon, to consider what could be done further. Commodore Ruyter and Cornelis Evertsen, who were nearest him, coming on board, gave prudent counsel not to risk the national fleet further. Ruyter, who was never deficient in courage, then gave his opinion that the commander of a fleet sometimes does better service to the state he is under by giving way and retreating than by fighting, and made the following speech to Vice-Admiral de With :—

‘Our ships are scattered a mile from one another, and by reason of the calm it will be five before the first, and evening before the last, can reach the enemy’s fleet. Besides, the enemy is now much too powerful for us. They are strongly

reinforced, whilst we are weakened. They have a great advantage in their fire-ships, whilst ours are not in a condition to do service. Our fleet is poorly manned. We have many wounded and sick folk suffering from scurvy. Two of our ships have lost their bowsprits, the mainmast of the *Prins Willem* is unserviceable, and many other ships are much damaged. How, then, can any one answer for bringing our fatherland into further danger by risking this fleet ?'

By this reasoning de With was moved to refuse a further engagement with the English, yet towards evening there was a cannonade between six or seven ships to leeward and the English Admiral and his ships most to windward. Yet it was of little importance, and also in the evening the Dutch ships did their best to keep up to windward. But when it was dark, and the English were perceived tack-ling for W.N.W., the Dutch made for the East, and drifted that night in a light breeze till the morning of <sup>September 30</sup><sub>October 10</sub>. Then de With, who was of a combative disposition, summoned the Council of War, and proposed that they should make a cast up with the wind ;<sup>1</sup> but all the captains, noticing his intention, resolved unanimously that they should not stay for the English, as they were too weak, and it would be daring too much ; but that they should seek for reinforcements, and, for that end, sail to Goeree, there to await the orders of their H.M. De With had little matter wherewith to resist this counsel, which was supported by reason. He saw, too, that some captains who remained with him kept far in the rear, as if to look on at a fight in which they wished to take no part. He could not, therefore, assure himself of being faithfully supported by more

<sup>1</sup> 'T onder de windt zou smaker.

than fifteen ships at the most, so that there was nothing to be done but to follow the counsel for a retreat—as, in fact, he did, though raging with vexation at being so deserted, and that at a moment when he thought of winning eternal glory for himself, and a great victory for his fatherland. The fleet then, taking its course for the coast of Holland, drove well through the sea which was nearly calm with shortened sail, and the English followed in the same way till next day, when they gave up driving and turned back. In the evening the Dutch saw the isle of Schouwen, and only on the third day, October  $\frac{3}{13}$ , came off Helvoetsluys. The shame of the captains who had taken flight was so much the greater, as not a single ship of the States was sunk or lost in the whole fight; for one of the ships which had been damaged by shot, and had lost her masts in the battle, nevertheless reached the Maas in safety, and other injured ships were also saved. Others, however, relate that two ships, which had lost their masts, were taken fighting by the English, but that the English, carrying off the captains they had taken out of them to England, deserted them again, so that they made their way back to the fleet. It was afterwards resolved by the States that the guilty deserters should be punished, after examination, and the examination was begun, without, however, leading to anything, either because the number of the guilty was too great, or that those who were most in fault had influential supporters, and that all were spared for that reason. Ruyter came to Flushing to his wife and children on October  $\frac{7}{17}$ , thanking God for his preservation in the dangers amongst which he had been preserved, and again determined to go no more to sea, and to leave his country's service.



467. Oct. 18, 1652.—ORDERS OF THE COUNCIL  
OF STATE

[R.O., Interr. I, 34, pp. 7, 9.]

That a letter be written to the officers of the Ordnance to take notice to them of the letter of General Blake to them, to desire them to dispatch to him what he hath sent for in reference to the ship James, and also for the supplying of the other vessels.

That the several papers containing the defects of the fleet with General Blake, sent unto the Council this day, be referred to Mr. Alexander Bence, Mr. Holland, &c., who are to meet to-morrow morning thereupon and examine the particular defects of such ships, to the end it may appear to the Council which of them may be soonest fitted for present service, and what is the speediest means for supplying such ships with what they want, as also the whole fleet. And the said persons are to report this to-morrow in the afternoon to the Council.

The Council having received from General Blake a particular of several wants in the fleet have resolved to sit to-morrow in the afternoon to consider whereof, and to the end such resolutions as they shall take thereupon may be put in execution. It is ordered that the Commissioners of the Navy and the officers of the Ordnance do meet at their office to-morrow in the afternoon, and stay there until they shall receive direction from the Council on this behalf.

468. Oct.  $\frac{8}{18}$ , 1652.—*GENERAL BLAKE TO VICE-ADMIRAL PENN*

[The Duke of Portland's MSS. Navy Papers, 1640-1696, fol. 167. Autograph signature.]

Sir,—Mr. White, of Dover,<sup>1</sup> hath provided at Deal 50 lbs. of fresh beef for the fleet, which will be ready by to-morrow noon. I desire you will give order that one-third thereof be fetched off and distributed among your squadron.

I am, your assured friend,

ROB. BLAKE.

Downs, October 8, 1652.

469. Oct.  $\frac{8}{18}$ , 1652.—*LETTER FROM THE HAGUE*

[Printed in *Mercurius Politicus*, p. 1953. B.M. Press Mark E, 678, 19.]

De With hath used all means to excuse his loss here before the Lords in the late engagement between the fleets, saying that the English exceeded him in number, and had fresh supplies, and that divers of his fleet stole away from him when they should have fought; that the wind also was against him, and that he had no fire-ships with him to do any service. No less than 2,000 wounded are brought ashore; and there are seven Commissioners gone to Helvoetsluys to examine and try de With's captains.

Notwithstanding this loss, a new fleet is to be set forth; and by the 30th instant all the forces of this State are to rendezvous upon the coast of Zeeland. Tromp is to go out again, the new fleet being to be commanded by him, which we say will be about 90 sail; and his first work will be to convoy the several fleets that are to set out for

<sup>1</sup> This must be the writer of No. 108 in the preceding volume.

Spain, France, Portugal, and the Levant, through the Channel, and afterwards to secure the passage for trade.

The King of Denmark hath refused a delivery of the English merchantmen to the 18 English men-of-war that the Parliament sent for to convoy them home, alleging for himself that he had the Parliament's order to take them into his protection, and without their order for a delivery he could not yield them up, nor will he suffer the English men-of-war to fall upon the 11 men-of-war there belonging to this State, whom he keeps under his protection. In the meantime our East-country fleet hath slipped through the Sound, and by this means avoided the English. The King of Denmark hath drawn 3,000 men down to the ports for the security of his State. And this State will have 21 sail in the Sound by the 13th, sent as addition to them that are there already. A resolution is taking here to confiscate all that they shall catch trading with England, not excepting even the subjects of Spain. And many of the subjects of this State, to avoid being taken by the English, have gone and entered themselves burghers of Ostend—that they may pass and avoid the English by means of that title. Divers skippers are gone into France to solicit that king for letters of marque against the Spaniard, that thereby they may the more safely spoil the English trade with Flanders. And from Nantes, in France, it is written hither that a general seizure is made there of all Englishmen's estates by the king's order, and that his Majesty was come to St. Germain, where he had some great design in hand, which a little time would discover.

The capers<sup>1</sup> of Zeeland are quite weary of their trade of robbing, not being able to quit costs by it ;

<sup>1</sup> *I.e.* Privateers.



and, to mend the matter, they have procured commissions from the King of Scots, in hope to thrive that way.

470. Oct. <sup>8</sup>/<sub>18</sub>, 1652.—*LETTER FROM AMSTERDAM*

[Printed in *Mercurius Politicus*, p. 1943. B.M. Press Mark E, 678, 10.]

The news is arrived here how pitifully the Dutch fleet hath been paid by the English; for they brought such a spectacle home as makes but a sad story. No less than 2,000 wounded men are brought ashore, nine great boatfuls hither to Amsterdam, and 10 also to other towns, but especially to Zeeland; but of the number of slain there is no certainty, though it may be imagined they could be no small number, considering the miserable torn condition of their fleet.

To excuse this loss de With hath been at the Hague, and complained how the English exceeded him in number, as also that several of his captains were cowardly and did not perform their duty, some not seconding the rest of his fleet, and others running away. Likewise he excuses not fighting again the next day, pretending it not safe nor wisdom to venture again upon a disadvantage. Some of his captains are under examination, and to be tried for their lives.

The capers or freebooters of this country have got little; but some of them have gotten commissions from Charles Stuart, and mean to try if they thrive better by this protection. The King of Denmark hath ordered the bringing of the English merchantmen within Elsinore Castle, a place where none else used to lie but the king's own ships, or such as he intends to confiscate, and hath joined five of his men-of-war with the Dutch, on the

farther side of the Castle, and ordered the 18 English men-of-war that are arrived here to lie at Lapham,<sup>1</sup> 8 miles without, and not come near them; and that if the English shall offer to force the Dutch, then his are to join the Dutch against them. This is a sudden turn of the Danish courtesy.

471. Oct. 1<sup>8</sup>, 1652.—*LETTER FROM AMSTERDAM*

[Printed in *Mercurius Politicus*, p. 1955. B.M. Press Mark E, 678, 19.]

The news of the late fight with your fleet hath been certified by de With unto the States, both by letter and by word of mouth. In his letter he acquainted them that he and Ruyter intended both to have fallen upon the English fleet, but that the English prevented them, having the wind of them, and were 65 sail in number; that, being hotly engaged, his ships received great damage immediately, and had their tackle exceedingly torn; that he had not time to call a Council of War, because of the sudden approach of the English fleet; that some of his fleet did not second Ruyter and himself as they ought to have done, complaining that some ran away and came not to engage. He excuseth himself further thus, saying that the English had fresh supplies, being made up 85 sail, men-of-war, so that he had cause enough to avoid fighting again the second day; and yet that his intention was to have fought again had not Ruyter advised him to desist, and not to hazard the whole fleet, it being their trust to preserve the fleet, not to lose it. He added withal that the English knew how to manage their great guns and small shot better than his men do; whereupon, he

<sup>1</sup> Probably Laholm Bay, on what is now the Swedish side. If so, the distance is under-estimated.

saith, he was necessitated to get into Goeree, it being the next harbour for shelter.

Since this de With in person repaired to the Hague, when he discharged himself by word of mouth to the same purpose before the States, laying the fault of all upon some of his captains; whereupon the States have appointed Commissioners, being seven lords, one taken out of each province, and a provost to examine them, and, if they find cause, to try them for their lives.<sup>1</sup>

The 18 English men-of-war sent to the Sound are arrived there, but the King of Denmark causeth them to ride off at a distance, and hath not as yet delivered the English merchantmen to them. There are eight more gone hence out of the Vlie to join with those that this State hath there already. The

<sup>1</sup> Note, apparently by the editor : ' Give me leave thus much to observe by way of animadversion upon the particulars of de With's letter to his masters aforementioned ; that whereas, in excuse of his loss, he pretends our English fleet came upon him unawares, it is known that he had a discovery of our fleet at no less than 6 leagues distance ; and also, that when the first of our ships was ready to engage, it was an hour before the rest of our fleet could come up to them, all which time the Dutch fleet were ready drawn up in three squadrons, and lay at such an advantage, that we were like to have lost divers of our best ships upon the sands, at the very first point of engaging. Besides this it must be observed de With himself confessed that he came that way with a resolution to find out our fleet, so that it is not to be supposed he should be so unprepared to receive ours, as he pretends, except he will accuse himself of negligence.

' And whereas he excuseth his not fighting again the second day, upon a pretence that we had a supply of 20 ships added to the fleet, it is most false, there being not so much as one added to the former number. And as to the cowardice of his captains whereby he pretends that divers of them came not up to fight, it was seen that his whole fleet was in an actual engagement, and stood stoutly to their work at first, till they were shattered and torn by our great guns. Other pretences there are of less moment ; only from these I thought meet to observe what devices he makes use of to detract from the English gallantry in beating them, and to prevaricate with his superiors.'

*a Dutch war on*



Dane is at an odd point what to do. He is obliged to assist the Provinces by agreement in case of war ; so that, in this respect, it is not convenient for him to let the English merchantmen go, being laden with such necessaries as are fit for a war ; and, on the other side, to detain the merchantmen without any offence done by the English would be unhandsome, and an act of hostility that must highly incense England. What he will do we cannot absolutely say here, but this is certain that at present he hath kept the 18 English men-of-war on this side of the Elsinore, and protects the Holland men-of-war within, enjoining his own, about 5 in number, to join with them, and to fall upon the English if they shall offer to force their passage through the Sound.

And thus much further the King of Denmark hath proceeded : he offers this State to furnish them with the sum of so many thousand rix dollars, as he is bound to do by the alliance between them. And whereas this State hath moved him to join with them against England, he, instead thereof, offers to publish a declaration in February next to forbid the passage of any English vessel through the Sound, during the war betwixt this State and England ; and for the making of this good, that he will have 20 men-of-war in readiness against next April, well equipped for the war, as also to maintain the traffic of their merchants.

472. Oct. 18, 1652.—*THE BOARD OF ADMIRALTY  
AT AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—We have received the despatch of your H.M. and the accompanying resolution of the  $\frac{5}{13}$ th with the requisite schedules

for the captains subject to the jurisdiction of our Board. They are very numerous, and therefore it will come to a high price, which we will nevertheless make the provisions as far as we can, and as soon as possible. But as we have need of great sums for the purchase and payment of these things, and as we have not hitherto received that which your H.M. appointed for carrying out this order as was promised by your former resolutions and letters, upon which we engaged ourselves, we now find ourselves in difficulties through the failure of our efforts, not seeing how or in what way we can arrange, supposing the ships come in to be revictualled, at the latest at the end of next month, and the longer delay the worse it will be. Moreover it is to be greatly apprehended that the enterprise of these provinces in sending out men-of-war to the Mediterranean will end badly unless your H.M. take order promptly in a few days for a supply of ships of war, necessities, and munition, provisions and men, who should be sent to serve there, as we have many times humbly remonstrated with your H.M.

We cannot refrain from requesting your H.M. to take into your consideration the burdens and difficulties which have been heaped all at once upon our Board, whilst our income, on the contrary, has been diminished; and finally to be pleased thereupon to lessen our anxieties by directing that we may actually receive the effect of as many assurances of certain payments to come, or if they are longer delayed not to take it amiss if we also fail to carry out and execute your directions, as we have already begun to do with the oversight of the direction of affairs in the Mediterranean to our hearty sorrow; and this will also happen in respect of all other extraordinary equipments above our capacity.

In the future, too, we shall be unable to carry out our ordinary equipments, from which we fear that before long your H. M., in addition to the inconvenience, will find out the truth; and that, too, sooner than we dare expect, that our manifold remonstrances and explanations sent to your H.M. according to the requirements of the service will be taken to heart. For there is little time to spare before the men-of-war of these Provinces are fitted out and collected at Goeree, to be employed in convoying the merchantmen through the Straits, and afterwards to return into the respective sea-inlets to which they belong, to be again fitted out to keep the sea before the approaching winter. This (under correction) is to be taken into most serious consideration, as there will be no help afterwards if these things are provided too late, and if [the fleet] remains at sea without victuals and necessaries, will suffer miserably from ice-drifts, storms, and bad weather, want of necessaries and provisions, and it is to be feared that it will on this account suffer more harm and pass through more misery than it would be likely to suffer from the enemy if it were well and properly looked after. This, therefore, ought in every way to be seen to by speedily sending forth of ships from Goeree, and by making good provision against their return to these Provinces, so as to take the matter in hand as quickly as possible by dividing them into different harbours and quarters in which the ships are respectively to arrive, so that the merchantmen who calculate on putting to sea about the middle of December with the beginning of the frost may again put out; all which cannot be done without paying ready money, which we now expect from the wise foresight of your H. M. and pray God, &c.

In Amsterdam, Oct. 18, 1652.



473. Oct.  $\frac{9}{19}$ , 1652.—*ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 34, p. 10.]

That some of the Commissioners of the Navy and some of the Victuallers of the Navy do attend the Council on Monday next, in the afternoon, concerning the complaints of several hoymen, pursers, and others who have been employed in the carrying of victuals down to the fleet, and have not had it<sup>1</sup> taken off their vessels.

That the business of disposing the fleet now in the Downs to service be taken into consideration on Monday next in the afternoon, the first business.

474. Oct.  $\frac{9}{19}$ , 1652.—*EXTRACT FROM THE REGISTER OF THE SECRET RESOLUTIONS OF THE STATES-GENERAL*

[Archives of the Hague. Translated.]

Saturday the  $\frac{9}{19}$ th October, 1652, at 7.30 A.M.

Heer Veth, presiding for the time being, informed their H.M., in strict confidence, of the reasons for this extraordinarily early meeting, namely, that his Lordship very late yesterday evening had received under cover a copy of a certain statement, accompanied by a sketch or drawing of certain fire-machines, with a description of the method of working them. A promise had been made that the original should be produced to-day before their H.M. in assembly. The contents of the said copy of the statement was in word and substance as follows :—The author (whose name was signed at the end of the statement) informed their H.M. of a

<sup>1</sup> *Sic.*

hostile design by the English for destroying at an early date the ships, harbours, and coast towns of the United Provinces, by mines made to explode on Dutch and Hamburg vessels as soon as they have been constructed, and [that they are also preparing] secret machines which, in order to excite less suspicion, are to be sent so as to return from sea with the fleets of their H.M.,<sup>1</sup> entering the harbour with them, by which means the incendiaries purposed to effect not only the destruction of the ships, harbours, and towns, and of a great number of the inhabitants, but also the embitterment of the survivors against their sovereigns,<sup>2</sup> and [the writer also says] that certain Englishmen, at the very time the ambassadors of their H.M. were engaged in negotiations in England, proposed in the English Council of War to pierce different places [in the dykes], whereof the said informer had not failed to advise the same Lords Ambassadors, thereby showing the utmost zeal for the good and effectual service of the States of these Provinces. And as the time is drawing near for the execution of this choice design the informant could not omit to lay before their H.M. the accompanying memorandum and particulars thereof, feeling certain that their H.M. would take this important matter into their especial consideration and care, remaining the obedient faithful servant of their H.M., N.N. in N.N., the  $\frac{9}{19}$ th of October, 1652.

Whereupon, after deliberation, it is agreed and decided that the substance of the above memorandum shall be communicated to the several trading provinces, with the request that their noble and

<sup>1</sup> This must probably mean that the machines would be placed in vessels intended to be captured by Dutch ships, or with the connivance of some on board, in merchantmen intended to be convoyed. Nothing is heard anywhere else of this plan, which probably originated with the informer.

<sup>2</sup> *I.e.* the States-General.

powerful Lordships will notify the same to their respective trading towns on the coast for their information and due admonition. It is also decided that the same shall likewise be made known to all the Boards of Admiralty and Boards of Directors respectively, and also to Lieutenant-Admiral Tromp, the Vice-Admirals or Commodores, and all officers commanding the fleets of these Provinces, with the request and desire, order and command, that they shall cause all ships and fleets belonging to this State arriving off the harbours, roadsteads, and river mouths to be strictly and properly examined and searched, even those that may be laden with timber or other merchandise, without exception; and, further, that they shall put as much distance as possible between the merchantmen and the men-of-war in the harbours, inlets, and roadsteads, as also at sea, bearing in mind always the necessities of the service. It is further decided that the said informant shall be further examined by word of mouth touching the chief points of this matter, by Heer van der Nieuburch and other members of the Secret Committee of their H.M. Moreover, his statement, with the accompanying documents, shall be placed in the hands of their noble Lordships, with the request that the name of the informant shall be kept strictly secret, and after report made thereon the said documents shall be deposited for preservation in the secret chest of their H.M.

475. Oct. 1<sup>o</sup>, 1652.—*THE BOARD OF ADMIRALTY  
IN AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—Amongst other reasons which we hear are alleged why the men-



of-war of these Provinces could not so prevail over the English in the last engagement as the occasion demanded, it is none of the least that the captains complained that they were undermanned in proportion to the duties required of them, and that some of them, who had a good number of wounded on board, were early in the fight obliged to leave some of their pieces unserved, as the men had to be employed on other work, of which the consequences were very bad in so fierce a battle, and at once gave an impression of failure and ill-success to the rest of the crew. We have, therefore, taken orders thoroughly to complete the crews of the ships within our jurisdiction, and in some ships to strengthen the number of officers as was necessary. As, however, some musketeers are also needed for these ships, we have many times formerly requested your H.M., and now repeat our request in this matter that these ships may now be made completely ready for sea, and that you will be pleased at once to give orders that those ships within our jurisdiction which up to the present have received no musketeers out of the garrisons, may have sent to them, in the places in which they lie, at least 15 apiece, and that the captains, from whose companies they may be raised, may be commanded to give orders to their men selected for this service to provide themselves before their departure with proper clothing for the winter, and that men be chosen who are healthy and fit for fighting, which precautions we find are sometimes neglected, so that the seamen who are on board with the soldiers are often annoyed by their scanty clothing, sickness, old age, and other similar disadvantages, and wish them ashore in order that they may not be partakers of their lamentations and misery.

Amsterdam, Oct. 19, 1652.

476. Oct. 19, 1652.—*THE BOARD OF ADMIRALTY IN AMSTERDAM TO THE COUNCIL OF STATE*

[Archives of the Hague. Translated.]

We have just received a despatch written by Captain Emanuel Salinghs, of the Aartsengel Michael, one of our ships lying off Helvoetsluys, to his agent here, that he was ordered by Vice-Admiral de With, on instructions from your deputies, to victual his ship for ten weeks from the day on which he should put to sea, and that the same orders were given to all the captains who have asked us through the same agent to authorise them to comply with these orders. After ripe deliberation with the Vice-Admiral on the condition of our ships we have concluded that some of them cannot hold out through the whole winter, as we have no means to continue the provision of supplies to them. Moreover, we informed your H.M. yesterday that, with all respect to you, the giving of orders of this kind belongs to the Board of Admiralty under which the ships are, and not to the deputies of your H.M., the latter not being informed of the constitution of the Boards which have to bear the burden, and which receive information from their own officers, and which own the stores that have to be provided. It is only in this way that the confusion and embarrassment which will soon result if matters are driven so far out of their usual course can possibly be avoided. We must add that we have found great difficulty in complying with our duty, being unable to do more than to give prompt order that all our ships may receive provisions and supplies to last till the end of November, and for this we have taken all the necessary measures. We cannot, however, conceal from you that, at

this season of the year, we shall be unable in the ordinary course of things to provide in so short a time for the convoy of the ships assembling in Goeree from all parts of these Provinces, considering that the men-of-war need to be scrubbed, cleaned, revictualled, repaired, and to be put to sea again before we can discover what must be done next, unless we are to be taken by surprise, otherwise we can see no end to the misery which this State and its citizens will have to suffer in their ships and property. To avert this evil we will take the utmost pains to get everything done that is possible, in order to keep the whole fleet at sea through the winter ; but we want means, and the ships are foul and leaky, the men neither clothed nor provided for against the cold of winter, and nothing is to be expected but surliness, sickness, death, and other inconceivable difficulties. In our judgment all the men-of-war of these Provinces, now under the flag at Helvoetsluys or elsewhere in these Provinces, should be provided with necessaries, men, and provisions up to the middle of March : that is to say, for full four months, so as to be able not only to put to sea and to preserve from the greatest danger the merchantmen which will be gathered round them, but afterwards to act against the enemy as may be thought fittest, in hope of the gracious blessing of God, and afterwards—in the spring, when there is no longer danger from ice-drifts—may collect the merchantmen of these Provinces from all parts of France, and bring them home, where they can be refitted and joined by such men-of-war which cannot now accompany them, and which should therefore be now sent to their respective quarters, so that the fleet may be sufficiently reinforced to enable it to be ready, under God's protection, to make head against the



enemy without hesitation, and to attack him wherever he is to be found, though there may be a delay of some days more in putting to sea than is usual for a short expedition.

In Amsterdam, Oct. 19, 1652.

477. Oct.  $\frac{1}{2}$ , 1652.—*ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 34, pp. 11, 12.]

That a letter be written to General Blake to let him know that he is to discharge the Dutch captains with him, and to permit them to return with him, unless he knows that the Dutch detain any Englishmen of that quality prisoners, which, if he do, he is to detain them or such of them as he shall think fit, for the making of exchange for such of the English of that quality as shall be detained by the Dutch.

That the petition of Captain Benjamin Gifford, Governor of Landguard Fort, and the annexed account of charges for keeping out some small scout vessels be referred to the Committee for the Admiralty, who are to examine the same and thereupon report to the Council out of what treasury the money due to him upon that account may be paid, and report their opinion thereupon to the Council.

That the account of Lieut.-Colonel Salmon, Governor of Hull, of some disbursements made by him for the keeping out at sea some small vessels for intelligence be referred to the Committee for the Admiralty, who are to examine the same and report to the Council out of what treasury they conceive it fit to be satisfied.

478. *Oct. ½<sup>11</sup>, 1652.—EXTRACT FROM A LETTER  
FROM THE DOWNS*

[Printed in *Mercurius Politicus*, p. 1943. B.M. Press  
Mark E, 678, 10.]

A Dutch ship taken by one of General Blake's scouts, newly come from Goeree, reports that 41 of their fleet arrived there very much torn in their masts and hulls, and so, as he saith, they are disabled for any further service until they be repaired; and that their men are very mutinous for money, and that some others of their fleet got into other harbours, but what numbers he knows not, but saith they report that 5 or 6 of their ships are lost, and no news at all of de With.

General Blake is in the Narrow with his fleet, expecting the easterly wind that will bring forth some Dutch ships, which are to be convoyed that way in great numbers.

479. *Oct. ½<sup>11</sup>, 1652.—REPORT TO THE STATES-  
GENERAL*

[Archives of the Hague. Translated.]

Reported on October ½<sup>11</sup>, 1652.

That letters be written to the Board of Admiralty, the Boards of Directors and Managers [of Companies]<sup>1</sup> respectively, requesting them to send some one on their part to their ships at Helvoetsluys, and to hire twelve men for each ship to complete their respective companies—to wit, 9 sailors and 3 soldiers.

Also that they shall allow no ships to take sand on board as ballast, to avoid danger from leakage.

<sup>1</sup> *I.e.* of the East and West India Companies.

That three dozen scrubbing-brushes shall be ordered for cleaning the ships, and also at least five dozen swabs for each ship.

That three quick-sailing boats shall be hired, of from 60 to 70 tons, to serve as despatch boats and also to fetch water.

Those that are now employed shall be discharged because they have been on service a long time.

That a commissary of musters shall repair to Hellevoet[sluys] to replace the soldiers who have been for a long time on board the ships, and are anxious for their discharge, with others from the same company.

To send two or three water-tanks, either from Dordrecht, Rotterdam, or the Briel, to Hellevoet, to furnish the ships with water.

Where and by whom their H.M. will be pleased to order the trials of the persons who have been arrested.

Whether their H.M. will not be pleased to order further inquiries to be made as to the want of alacrity of the captains, who, when the question was put at the Council of War on <sup>Sept. 30</sup><sub>Oct. 10</sub>, declared unanimously that they were not in a position to withstand the enemy.

What resolution their H.M. will be pleased to make touching the request of sundry of the captains, who state that they cannot conveniently revictual, unless they return to their own ports.

Whether their H.M. would approve of sending the ships which Vice-Admiral de With and Cornelis Evertsen, together with the carpenters, considered entirely unserviceable to their respective districts in order to replace them with others.

That, for the future, no sailor or soldier from the ships should pass through towns or across ferries



without a pass, for which purpose a set form might be employed.

That, for the future, in any engagement with the enemy, one of the quickest-sailing frigates (on board of which shall be the Fiscal <sup>1</sup> and other persons well acquainted with the ships) to see that each one is doing his duty.

Approved, that the sergeant and twelve soldiers, who are assisting Steenbergen in procuring stores, should receive a sum amounting to 7fl. 2st.

Steenbergen's memorandum.

A written report from Vice-Admiral de With touching the constituting the national fleet in the future.

480. *Oct. 1 $\frac{2}{2}$ , 1652.—ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 34, p. 18.]

The Council being informed of the faithfulness and abilities of Captain Brandley and also of his fitness to serve the Commonwealth as captain in one of their ships of war, It is ordered that the said Captain Brandley be referred to the Committee for the Admiralty, to take him into consideration to be captain of the Outward frigate.

481. *Oct. 1 $\frac{3}{3}$ , 1652.—ORDER OF THE COUNCIL OF STATE*

[R.O., Interr. I, 34, p. 22.]

That the letters of intelligence which the Council have this night received concerning the condition of the English ships in the Sound be humbly presented

<sup>1</sup> An official who was to prosecute offenders.

to the Parliament to-morrow morning by the Lord President.

That an extract of the intelligence received this night be sent to General Blake.

482. Oct.  $\frac{13}{23}$ , 1652.—*VICE-ADMIRAL DE WIT TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—Considering it necessary as a faithful servant to inform your H.M. that I am in the highest degree astonished that up to this time no materials, carpenters, nor communications from the Admiralty have reached me, though they are most needed here to meet the requirements of each of the captains and crews. Yesterday, after muster, I put an end to the liberty of going on shore, and have also ordered several of the captains to fall down with their ships to the channel between Kwak and Goeree, for, so far as I can see, there are many of the crews who desert. It is to be considered whether it would not be best that letters should be written to all the Boards and directors to compel all their sailors to go on board as soon as possible, and to punish some of the ringleaders and mutineers with all rigour. If some of the deserters are not speedily punished for their faults, things will grow worse and worse every day. I am further continually reminded by the soldiers, who have been long on board ship, that they ought to be set free; and if they are left longer on board they will grow sullen. You should consider whether it would not be advisable to send these soldiers to their garrisons, and to fill their places with others from the garrison of Briel. I also request you to write a letter to our Board at Rotterdam, asking it to

engage for me with the utmost speed a good number of experienced sailors, as I have many deserters, and I now fear that, according to all appearances, many more will go off, having been kept constantly on board for a great length of time, and getting no payment as do those of Amsterdam and the North Quarter, whilst their monthly pay is not so great. Moreover, as we shall have to convoy so large a fleet of merchantmen, we especially require that a great quantity of signal-lists—of which a form already issued is enclosed—be printed and sent to me before we sail. Nor can I omit to inform your H.M. of my former experience that in an engagement with the enemy I have fired my guns as quickly as anyone else, and that this has been possible because I used parchment cartridges,<sup>1</sup> which is unusual, and that if this were done no gun ought to miss the mark, which is a great advantage. Besides, the guns so loaded carry more than half as far, of which I and the ships under me have had proof. This is of great advantage, and, so as not to let it be too widely known, and that the service of our country may be advanced, I beg with all humility that a great quantity of parchment may be sent me in suitable boxes or chests, at least enough for each ship to have cartridges for 500 charges, and that amongst twenty-five ships comes to 2,500 cartridges, of 24, 18, 12, 8, and 6 pound. I further ask for 300 lb. white starch and 200 lb. gum arabic to paste them together. As soon as these materials have arrived I will serve them out to each captain. Repeating my desire to know how I am to manage with the unserviceable ships I have, I shall end, &c.

WITTE CORN. DE WITH.

Dated at Helvoetsluys October 23, 1652.

<sup>1</sup> The first example of this word given in the *New English Dictionary* under the form of 'cartage' is in 1879.



483. Oct.  $\frac{13}{3}$ , 1652.—CAPTAIN AUGUSTYN BALCK  
TO [THE STATES OF HOLLAND?]

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—I cannot omit to inform your Lordships that on October  $\frac{1st}{11th}$ , 1652, we left the Vlie and put to sea with our eleven ships and two galliots, with a S.S.E. wind, and steered our course towards the Skaw, in accordance with our instructions. On the  $\frac{2nd}{12th}$ , the wind being southerly, I summoned all the captains on board, and gave them orders to keep close up with me till they received further instructions. I also read out to them the instructions I had received from the noble and powerful Lords for the regulation of our proceedings, and gave copies to Vice-Admiral <sup>1</sup> Poort and to Rear-Admiral Barendt Cramer. On the  $\frac{3rd}{13th}$  the wind was in the N.W., and we were to the northward of the Sands, in twenty-three fathoms of water. In the evening the wind blew from N.W. by W., so that we could not sail a more northerly course than N. by E., but it changed towards the end of the dog-watch,<sup>2</sup> about 3 o'clock at night. All our ships were then close up with us, and, when the moon set, the wind came up from the S.S.W. with thick weather. In the morning, a little before daybreak, we missed eight of our ships and two galliots, and were then only three ships together—viz., myself, Captain Poort, and Captain Heertjens. At daybreak, about six o'clock, we were off the reef of Jutland and saw some ships to the East of us. We made towards them, thinking they were our ships; but, on coming closer, we perceived there were

<sup>1</sup> More properly Vice-Commodore, as Balck himself acted as Commodore.

<sup>2</sup> The Dutch gave this name to the middle watch.

about twenty ships, which were beating up towards us ; on this we conjectured they were very probably English vessels ; but we, nevertheless, clewed up our sail,<sup>1</sup> lowered the main topsail on the cap and hoisted our flag, and then sailed off quietly to the N.W. to look for our ships. Five or six of the English ships followed us ; two of them came within a goteling<sup>2</sup> shot of us to leeward, and hoisted the English colours and fired several shots at us, which we returned ; but they did not dare to come to close quarters, but continued beating against the wind. We made every effort to find our ships and then to follow them ; but, as we could not find the missing ships, we turned once or twice up and down between Vleckeren and Mardou<sup>3</sup> and then on to the Skaw, looking for our ships and also keeping a watch for the Dutch ships, which we were constantly expecting from the Sound. On the  $\frac{7}{17}$ th instant we continued standing to and fro off the Skaw, and in the evening we sighted the Dutch fleet coming out of the Sound. We came up with them in the first watch and sailed on with them, but keeping the distance of a goteling shot outside the fleet. However, Captain Pieter van Zalinge, catching sight of us, came up and informed us that they had sailed out of the Sound with sixty merchantmen and eight men-of-war, and that in the late gale seven of the men-of-war and twenty merchantmen had parted company, and that his ship was the only one that had remained with this fleet. We therefore considered we should be rendering the best service to our country ([and were supported in this opinion] by the request of the Vice-Admiral and Rear-Admiral, who came on board us on the morning of the  $\frac{8}{18}$ th)

<sup>1</sup> Probably this means the mainsail.

<sup>2</sup> See Vol. i. p. 90, note 2.

<sup>3</sup> Probably Fleckerö and Mandal.

by not leaving this valuable fleet, but taking it under our protection and bringing it home; because we felt quite confident that the English were still cruising off the Reef of Jutland with twenty ships of war, keeping a look-out for this Baltic fleet, which they had probably seen in the Sound ready to sail. In the afternoon we saw the rest of the ships belonging to this fleet, with four of the men-of-war, coming up in the rear of us. We waited for them, but, as there was no wind, they could not get up with us that day. On the  $\frac{9}{19}$ th the wind was N.N.E., and all the captains, eight in number, including myself, met together and decided that it would be most to the advantage of the country for us all eight to remain together, and not to leave the valuable fleet of sixty ships with their cargoes, which were estimated by the skippers to be worth 50,000,000 guilders, although Captain Lapper was charged by his instructions to put about with his four ships when off the Reef of Jutland, and return to the Sound; but, as both he and I had missed some of our ships, we were obliged to remain with the fleet with our seven men-of-war; and to this end Captain Heertjens was dispatched, under orders from Commodore Lapper, myself, and all the captains, to Vleckeren, to look for our eight missing ships, and to inform them of our position, and was further charged with letters to His Excellency Ambassador Keyser <sup>1</sup> and Heer Frederick de Vries, the resident, enclosing copies of all resolutions passed by us, [informing them], further, that all the steps we had taken were in furtherance of the service of the country, and that all naval and military experience prevented our doing otherwise than we had done. On the  $\frac{10}{20}$ th the wind was S.S.W., but with a very light breeze. We were also joined by

<sup>1</sup> The Dutch Ambassador at Copenhagen.



Captain Willem van der Taen, who had been separated from this fleet in the Cattegat by the storm. In the evening the wind was E.S.E. On the  $\frac{11^{\text{th}}}{21^{\text{st}}}$ , the wind E., and we sailed with the whole fleet along the coast of Jutland, where we received information from two sailors who had been taken by the English, that the day before yesterday, the  $\frac{9^{\text{th}}}{19^{\text{th}}}$  instant, they had seen the English from the land, who were cruising in these parts. On the  $\frac{12^{\text{th}}}{22^{\text{nd}}}$  the wind was North, blowing tolerably strong. Captain Kerckhof and some of the merchant ships parted company and sailed towards the Maas. In the morning of the  $\frac{13^{\text{th}}}{23^{\text{rd}}}$  we came off the Vlie, and, after watching the fifty richly-laden ships run into port in our sight, we set sail and ran to the Texel, and have anchored off the Oogh, in accordance with my instructions. I have also landed my clerk, the bearer of this despatch which will inform your Lordships by letter of everything that has happened, as he may perhaps do still better by word of mouth. Together with this I send copies both of our resolutions and also of the instructions and orders given by His Excellency Ambassador Keyser, and by Commodore Lapper.

We received no galliot from His Excellency Ambassador Keyser, and the two galliots hired by Commissary Jacob Agges and myself, although they received orders to keep close up with me, have been of no use, for they made off on the third day; they must give an account of their reasons. Awaiting instructions from your Lordships, whereby to regulate my proceedings, &c., &c.

AUGUSTYN BALCK.

The ship is quite foul.

On board the ship Vryheyt off the Texel, lying at anchor off the Oogh, October 23, 1652.

484. *Oct. 14, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 34, p. 23.]

That the three ships now at Harwich be joined with the rest of the ships appointed for the northern guard.

That the several papers containing the proceedings of the Treaty between the Council and the Lords Ambassadors Extraordinary of the King of Denmark be humbly represented to the Parliament by the Lord President ; as also the papers passed between them in relation to the present differences between this Commonwealth and the United Provinces.

485. *Oct. 14, 1652.—GENERAL BLAKE TO THE  
NAVY COMMISSIONERS*

[Add. MSS. 9,300, fol. 201.]

Gentlemen,—The bearer hereof, John Culmer, hath presented unto me the enclosed paper containing several disbursements by him made for the use of the fleet as by the particulars will appear, desiring to be reimbursed of what he hath laid out. I caused the same to be examined by indifferent persons, officers of the fleet, who have given me satisfaction in reference to the justness thereof. I shall therefore recommend the business to you, and desire that you would, upon consideration of the premises, give order for the payment of what he hath disbursed, for to my own knowledge the man is daily in action for the fleet, and for all his pains has yet received no satisfaction. Commending my hearty respects to you, I rest,

Your affectionate friend to serve you,

ROB. BLAKE.

Downs, October 14, 1652.

486 Aug.  $\frac{1}{2}\frac{1}{4}$  to Oct  $\frac{1}{2}\frac{1}{4}$ , 1652.—LOG OF VICE-ADMIRAL  
DE WITH

[Archives of the Hague. Translated.]

*Journal or Diary kept by Vice-Admiral Witte  
Cornelisz. de With from August  $\frac{1}{2}\frac{1}{4}$ , 1652.*

August  $\frac{1}{2}\frac{1}{4}$ .—In the morning came on board off the Duyntjes, where our ships were lying at anchor. Was immediately summoned on shore to meet the Lords and Councillors as their H.M.'s commissioners ; and, on a review of all the ships, it was found that 16 or 18 could be made ready within a few days, if they were careened and scrubbed where they lie, instead of being brought into harbour. Certified their H.M. thereof by express, as appears in the register. The names of the captains and of the Directory to which they belong are as follows :—

*Rotterdam Admiralty Ships.*

Vice-Admiral de With.

Captain van Nes.

*Rotterdam Directors' Ships.*

Captain Ruth Jacobsz Buys.

Captain Corstiaen Corstiaensen.

*Amsterdam Admiralty Ships.*

Commodore de Wildt.

Captain Hola.

Captain Abraham van der Hulst.

Captain de Graeff.

Captain Joris van der Zaanen.

Lt.-Commodore Marevelt.

Captain Jacob Pouwelszoon.

Captain Jan van Campen.

Captain Schey.



The stores and victuals for the four Amsterdam Directors' ships have all been received here.

Captain Cornelis van Houten.  
Captain Abraham van Campen.  
Captain Jacob Swart.  
Captain Stoffel Juridensz.

*North Quarter Admiralty Ships.*

Captain Arent Dircksz.

*Directors' Ships from the North Quarter.*

Captain Pieter Arentz.

*Zeeland Admiralty Ships.*

Captain Adriaen Bancker.

*Zeeland Directors' Ships.*

Captain Jacob Pensen.  
Captain van Regemorter.

*August  $\frac{15}{25}$ .*—Scrubbed our ship, and gave instructions to the captains not to fire any more salutes, which are very much the fashion here. Wrote a second time to our Board, and sent them a muster-roll; begged them to send our stores as soon as possible; wrote also to my surveyors for the provisions I had ordered before I left.

*August  $\frac{16}{26}$ .*—Had our ship heeled and scrubbed between wind and water.

*August  $\frac{17}{27}$ .*—Had audience with the Lords Commissioners in the Admiralty Board at Middelburg to discuss measures to be taken by the said Lords Commissioners and by the members of the Admiralty there present, and the deputies sent by the other Boards, with regard to the fitting out of the ships; but the Zeeland Board pretends to superior rank and to take precedence of the other

Boards. After deliberating on the matter we went to Flushing with the Lords Commissioners and the members of the Amsterdam Admiralty then present, intending to employ the afternoon in inspecting the ships that were most nearly ready. This was done in the afternoon. This evening heard that Admiral Blake was seen this morning with a force of 64 sail in five fathoms off the Maas, and is now outside the shallows of Walcheren ; and that the said Blake had taken the Zeeland privateer off the Maas. We are now waiting for our stores and victuals with great patience.

*August  $\frac{1}{2} \frac{8}{8}$ .*—This morning we still do not receive either stores or victuals, which is very astonishing. In the afternoon three ships came to us with victuals, stores, and beer. Admiral Blake has been seen to-day again with his fleet outside the Zeeland shallows.

*August  $\frac{1}{2} \frac{9}{9}$ .*—Went to Middelburg on business, and there informed the Lords among other matters that we had received all our victuals, stores, and beer. In the evening returned on board.

*August  $\frac{2}{3} \frac{0}{0}$ .*—Had our ship put in order, so that we are now fairly ready. In the evening received a letter from the Lords Commissioners, commanding me to attend their Lordships' meeting at Middelburg to-morrow.

*August  $\frac{2}{3} \frac{1}{1}$ .*—Went this morning to Middelburg, when they told me we must prepare such ships as are ready here to get under sail on Wednesday next. In the afternoon came on board with Heer Jemants, and paid advances to some of our people, of three, two, or one month's wages, as they wished ; some advance was also made to Captain van Nes. I now hear that Admiral Blake was seen the day before yesterday with his fleet in the Straits.

*August 22.  
September 1.*—In the morning signalled with the

white flag to summon the captains on board ; some of them stayed away, apparently out of obstinacy ; gave them orders to fire no more salutes till further orders, under a penalty of 25 guilders for every time. In the day, went to Middelburg to confer with the Lords Deputies of the State. Returned to Flushing again in the evening.

*August 23.* —Went to Middelburg again by order ;  
*September 2.* letters were now sent to the high government.<sup>1</sup> During the day got our ship a little off from the Duintjes to the westward, and anchored off the shore.

*August 24.* —In the morning directions were sent on  
*September 3.* board from Flushing to exchange our old soldiers who had been on shipboard 43 to 44 weeks ; sent them under orders, together with our sailors' wives, to Rotterdam, giving them rations for 5 days.

*August 25.* —Went to Middelburg by order.  
*September 4.*

*August 26.* —Scrubbed our ship. Nineteen soldiers  
*September 5.* came on board from the Veere, in place of those we had sent away.

*August 27.* —We let our ship drop down to off the  
*September 6.* shallows, and there anchored. Journeyed to Flushing to-day to make arrangements with regard to the ships. In the evening returned to Middelburg.

*August 28.* —Remained at Middelburg.  
*September 7.*

*August 29.* —Went on board the flag ship with the  
*September 8.* Lords Deputies of the States, and the captains were summoned on board, and when every one had come an order was issued that they should obey my commands for the future. Captain de Clerck came into the roads here with some galliots from Rotterdam. In the evening I went to Middelburg with the said Lords.

<sup>1</sup> 'Aen de hooge regeringe.' I suppose this means 'to the States-General.'



*August 30.* —Went with the members of the Amsterdam Admiralty on board all the Amsterdam ships, and saw their crews mustered.

*September 9.*  
*August 31.*  
*September 10.* —Three ships-of-war have come into the roads here, one from Enckhuizen and two from Friesland. The Enckhuizen captain, named Taenman, is sailing to Flushing to clean his ship in harbour. The crew of the flag-ship were also paid to-day, and our crew mustered.

*September 11.* —Went with the Lords Deputies of the States to Middelburg.

*September 12.* —My last-written memorandum was submitted to my Lords the States' Deputies at their meeting, and I received their answer at the same. It was very rough weather then, and impossible to get on board; I took my leave, and trusted that 32 or 33 men-of-war and 8 fire-ships were now sufficiently ready to put to sea with the first opportunity.

*September 13.* —Changeable weather, the sea very choppy; went on board. I have not written here before with regard to my proceedings concerning the ships, but have now composed a letter to my Lords the States' Deputies, saying, with little formality, that since my arrival here I have truly done my duty, and made every effort to get the abovesaid number of ships made ready, in which I have encountered many hindrances.

In the afternoon, wind N.E., signalled that the ships lying off the town of Flushing should get under sail and join us, but they all remained lying where they were. In the evening despatched letters to their H. M. and their Noble and Powerful Lordships.<sup>1</sup> During the night the wind variable.

*September 14.* —In the morning the wind almost

<sup>1</sup> The States of Zeeland.

due S.S.W. Signalled to get under sail ; passed the Deurloo with the sun S.W.,<sup>1</sup> and anchored in Schoonevelt in 18 fathoms with three other men-of-war that had followed us. By the evening seven more ships had followed and anchored close to us, the wind then blowing W.S.W., raw and cold.

*September*  $\frac{5}{15}$ .—In the morning, the wind being N.W. by N., raw and cold. Three ships now passed us coming from the west, shaping their course for Flushing. During the night boisterous weather from N.W. by W.

*September*  $\frac{6}{16}$ .—Wind N.N.W. with fair weather, and the sea very high ; we lay with four cables ; during the night they dragged a little. The previous night two ships had passed us coming from the north, making their way to Flushing.

*September*  $\frac{7}{17}$ .—In the morning the wind very variable, viz., N.N.E., N.E., E., and E.N.E., gusty weather. In the afternoon came out of the shallows of Zeeland with twenty ships of war, great and small, including the two East Indiamen *Prins Willem* and *Louysa*, together with two galliots assigned to us, and a small boat with some stores for Vice-Commodore de Ruyter, and several merchant ships, and the fly-boat from Rotterdam bound for Genoa. These, with the first eleven men-of-war, make thirty-one now lying together ; their names, crews, guns, and period for which victualled are as follows<sup>2</sup> :—

*Rotterdam Admiralty Ships.*

Vice-Admiral de With.

Captain van Nes.

<sup>1</sup> These entries about the sun are peculiar to de With.

<sup>2</sup> The columns intended to show these particulars are not filled up. The list, giving 40 ships besides the fire-ships and galliots, probably shows the number which ought to have been under de With's flag rather than those which had actually joined him at this time.

*Rotterdam Directors' Ships.*

Captain Corstiaen Corstiaensen.  
Captain Ruth Jacobsz [Buys].

*Amsterdam Admiralty Ships.*

Commodore de Wildt.  
Captain Joris van der Zaanen.  
Captain van der Hulst.  
Captain Jan van Campen.  
Captain Hoola.  
Captain Ewout Jeroensz.  
Captain Hilbrant Jeroensz.  
Captain Gillis Tyssen Campen.  
Captain Schey.  
Captain Jacob Pouwelsz.  
Captain de Graeff.  
Lt.-Commodore Marvelt.

*Amsterdam Directors' Ships.*

Captain Swart.  
Captain van Houten.  
Captain Abraham van Campen.  
Captain Stoffel Juryaensz.

*Zeeland Admiralty Ships.*

Commodore Corn. Evertsen.  
Captain Adriaen Bancker.  
Captain Kempen.  
Captain Felip Goossen.  
Captain Gorckom.  
Captain Gilles Jansz.

*East Indiamen from Middelburg.*

Captain Jacob Gaeuw.  
Captain Pieter Marcusz.



*Zeeland Directors' Ships.*

Captain Allert Jansz.  
Captain Regemorter.  
Captain Bastjaen Sempson.  
Captain Pensen.

*North Quarter Admiralty Ships.*

Captain Taenman.  
Captain Arent Dirxsz.  
Captain Gerrit Nobel.  
Captain Gerrit Temsen.

*Friesland Admiralty Ships.*

Captain Belevelt.  
Captain Wiggelina.  
Captain Degelcamp.  
Captain Adriaen Bruynsvelt.

*Fire-ships.*

Captain Lourens, on the Eenhoorn.  
Captain Pieter Marcusz, the Vaelenhaen.  
Captain Hendrich Jansz, the Graaf Sonderlandt.  
Captain Ary Corn, the Vergulde Buys.  
Captain Dirck Dircksz, the ship Amsterdam.  
Captain Schoonevelt, the Hoop.  
Captain Jan Jacobsz, the Vos.  
Captain Jacob Jansz, of Enckhuizen.

*Two Galliots, with names called.*

Symon Lourensz, of Flushing.  
Pieter Arensz, of Flushing.

A little boat with ammunition for Vice-Commodore de Ruyter, the master's name being Jersen Corn.

A certain fly-boat from the Maas belonging to the West India Company, bound for Genoa, has

put herself under our protection. I have also issued to her a list of signals. We hear that the ships which have not yet joined us will come out with the second tide to-day at the farthest, also that several men-of-war may be expected here any hour from the Texel. Further, we hear that Dunkirk was surrendered to the Spanish about 5 or 6 days ago, and that 8 French King's ships, with several fire-ships, have been hovering off Calais for 5 or 6 days, intending to take some soldiers on board at that place, to deliver Dunkirk, which eight ships were attacked and overcome by three English squadrons, consisting of 43 or 44 sail,<sup>1</sup> without the French having fired a single shot in their defence. Two of the said fire-ships escaped, . . . and have come to Flushing to put themselves under our protection, so as to sail with us to the west. The wind is now blowing from the N.E. ; very good weather. We had weighed anchor, and in the evening anchored a mile or a mile and a half to the S.W., so as to see the ships coming out of the Spleet in the morning. In the afternoon I summoned all the captains now assembled on board, and gave to each the additional instructions, and the division of the squadrons, and also lists of signals to those who had not received them.

*September*  $\frac{8}{18}$ .—In the morning, with a breeze from the S.E., signalled to heel the ships over. In the afternoon, the sun W.S.W., I received two letters of the  $\frac{7}{17}$ th instant from my Lords the States Deputies at Middelburg, the first containing their resolution not to wait for any more ships, but that we should start in accordance with the resolution of August  $\frac{10}{20}$ , the [second] saying that seven men-of-war lying ready off the Helder, and also three more ships further in, were under orders to join us, which, so far, they have not done. Wherefore, in accordance

<sup>1</sup> This led to the surrender of Dunkirk by the Spaniards.

with these letters, I judged it proper to get under sail and start on our way, in pursuance of the resolution of August  $\frac{1}{2}$ <sup>o</sup>, aforesaid. Therefore, immediately after high water, I made the signal, and got under sail with our fleet. Yesterday there came in to us the yacht commanded by Captain Dessoen, with several small merchant ships bound for Calais, the Somme, and Havre, and we have taken them under our protection. A northerly breeze. Several ships have begged us to give them convoy, and we have taken them under our protection. In the evening, with a light breeze from the E.N.E., we got under sail at high tide, with all the ships under our command, and pursued our course. Were obliged to anchor at <sup>1</sup> during the evening, as the wind dropped, and the ebb was driving us towards the Raan.<sup>2</sup> During the night, at high water, we got a breeze E.N.E. Just before high tide we got under sail. Course to the west.

*September*  $\frac{9}{19}$ .—At daybreak, the wind S.E. Heard that a shore-boat had been sent after us with letters from my Lords the States-General; we sighted her, and therefore made for the E.N.E. to meet her, which we did with the sun E.S.E. Were informed that 7 or 8 more ships were lying at anchor off the Deurloo, and were now under sail to come out. We therefore waited a little for them, especially as we now saw five of them outside the shallows, to wit, Captains Gerrit Nobel, Taenman, Jacob Pouwelsz, and Hoola. Immediately on their coming up I gave written instructions to each one, and learnt from them that Lieutenant-Admiral Tromp's ship, and those of Captains Schellinger and Ruth Jacobsz., were still lying inside the Deurloo with a S.E. wind, and could not sail N.W.<sup>3</sup> with it.

<sup>1</sup> Blank in original.    <sup>2</sup> A shoal near the mouth of the Scheldt.

<sup>3</sup> There must be a mistake here. The Journal from which this is printed is only a copy.



With the sun S.S.E. we set our course for the Straits. By reason of a calm anchored at night just before high tide.

*September  $\frac{1}{2}^0$ .*—In the morning, wind W.S.W., with a calm sea. Weighed anchor and beat out to the west. At noon anchored just before high tide, with the cliff<sup>1</sup> S.W. by S. of us, and Dunkirk S.S.E. With the sun S.W. we saw two ships in the W., steering to the S.; they were spoken by Captain Bancker, one from Stockholm, the other from Bremen, westward bound. In the evening, with the rear-guard, got under sail again. During the night anchored again just before high tide.

*September  $\frac{1}{2}^1$ .*—The wind this morning Southerly and S.S.W., with a calm sea. Got under sail with the sun S.S.E. Saw that no men-of-war or merchant ships were lying in the Downs. Anchored with the second ebb, having Calais  $1\frac{1}{2}$  mile distant, S. by E. of us. In the evening got under sail again just before the ebb; received a letter from M. de Glarsyes, in which he writes me that on the  $\frac{4}{14}$ th inst. Admiral Blake took 6 King's ships and three fire-ships; and that on the  $\frac{7}{17}$ th the said Admiral Blake sailed out to the west with 60 great ships, to fall upon Vice-Commodore de Ruyter before we came up, and also that during the day over 500 French prisoners had come from Dover to Calais. During the night anchored again just before high tide, Cape Grisnez<sup>2</sup> 2 miles S. by E. of us. Found the tide here stronger than I have ever experienced at sea before.

*September  $\frac{1}{2}^2$ .*—This morning, the wind S.S.W., with a calm sea; got under sail and made every endeavour we could use to get to westward. During the day the wind very variable, with much rain. Absolutely forced, by the dropping of the wind and

<sup>1</sup> *I.e.* Calais cliff.

<sup>2</sup> Swartenes.

the driving of the sea on a lee-shore, to anchor. We had to secure the bight of our cable by a hook, the part of the ship to which it was usually secured<sup>1</sup> having been damaged.

In the evening got under sail with a quiet sea ; wind W.N.W. and N.W.

*September*  $\frac{1}{2}\frac{3}{3}$ .—This morning, the wind W.N.W., Dieppe S.E. 6 miles distant. The ships for the Somme parted from us last night with their convoy. In the evening the Hook of Struissert<sup>2</sup> S.W. by W., and Dieppe S.S.E. of us. The wind being now Westerly, and W.S.W., afterwards changed to N.W. by N. During the night, in the second watch, we got rough weather, with gusts of rain, wind S.S.W. and S.W. In the day watch we got still worse weather ; after due signalling we [lowered the foresail to the bow ?].<sup>3</sup> We also saw two ships anchoring in confusion, and without orders, and as far as we could see they both dragged their anchors. We now had exceedingly rough weather, the sea running extraordinarily high.

*September*  $\frac{1}{2}\frac{4}{4}$ .—This morning, the wind W.N.W., with rough gusty weather. Beachy Head two miles N. by W. from us. We tacked to the S.W. Our fleet extraordinarily scattered by the rough weather. Used every effort to get all the ships together again. We missed several of them, but could not tell which. At noon saw one of our ships which had lost her bowsprit by pitching in the high sea, which also prevented our speaking one another ; the said damaged ship is lying to the E.N.E. When the sun was S.W. tacked to the N. (the wind being in the W.), so as to wait for our scattered ships, which are lying very

<sup>1</sup> Probably the woodwork near the hawse-hole.

<sup>2</sup> This must be Pointe d'Ailly.

<sup>3</sup> 'Namen de fock op de bough.' I have been unable to obtain any satisfactory explanation of this obsolete phrase, and can only suggest that the foresail-yard was lowered.

far apart. This evening Beachy Head is N.W. of us, 4 miles distant. We now found ourselves with the ships most to leeward which we had collected together with very great difficulty ; set our course to the S.W. During the night exceedingly rough weather from the W.N.W. In the second watch tacked after duly signalling. We now also saw a ship lying with her [foresail lowered to the bow?],<sup>1</sup> without orders and needlessly.

*September*  $\frac{1}{2}\frac{5}{5}$ .—This morning wind and weather as before. Beachy Head N.W. of us, 6 miles. Our fleet much scattered. Made every effort, by tacking and standing off and on, to collect them together. We now missed several small merchant vessels bound for Havre and the west, which had sailed from Zeeland with us. The sun W.S.W. we spoke Lourens Gesjasz, Captain of a Zeeland fire-ship ; he called out to us he had three feet of water in his ship and could not keep afloat any longer. We answered and gave him his choice, either to make for home—if he would dare to sail for Zeeland in his leaky ship—or to bring his crew out of her and leave her to sink ; and of these alternatives he chose to make sail for Zeeland. This evening we anchored, Dungeness bearing from us N.W. and Dover N.N.E. We caught sight of three more ships of war to leeward of us, running with the wind ; we now missed three men-of-war and 7 fire-ships, so that there were not more than 35 men-of-war and one fire-ship with the fleet ; we also missed a galliot. Very rough weather during the night ; wind W.S.W.

*September*  $\frac{1}{2}\frac{6}{6}$ .—In the morning, the wind W.N.W. At sunrise two merchant ships coming from the west, passed to landward of us as we were getting under sail. We saw also 6 or 7 sail under Dungeness, coming from the west ; we gave

<sup>1</sup> See p. 347, note 3.



them chase as soon as the anchors were up. By noon four of these six or seven English merchant ships were driven ashore in a damaged condition, between Hythe and Folkestone, after we had fired several rounds at them—a pinnace, mounting ten to twelve guns, and three smaller boats, the two others escaped us. We made every possible effort to get to the west. In the afternoon, just before high tide, we anchored in rough cold weather from the W.S.W., Dover two miles distant N.N.W. Two ships now passed us from Sweden; also a Hamburg fly-boat coming from the west. During the night, changeable weather with lightning and gusts of wind.

*September*  $\frac{17}{27}$ .—This morning, the wind being S.W. by S. with uncertain weather. When the sun was S.E. saw six<sup>1</sup> sail coming from the west, therefore weighed anchor; wind S.S.E. The said ships were commanded as follows:—

Skipper Jan Hendricksz. of Middelburg, as admiral.

Skipper Joris Jacobsz. of Middelburg, vice-admiral.

Skipper Corn. Pietersz. of Middelburg, rear-admiral.

Skipper Pieter Cruijs, of Middelburg.

Skipper Jacob Bartelsz. of Middelburg.

Skipper Pieter Willemsz. of Hoorn.

Five of the above skippers had sailed 29 days ago from Cadiz,<sup>2</sup> and had there taken in their cargoes, consisting of a goodly quantity of silver and other merchandise. These five were bound to Middelburg; Pieter Willemsz. the sixth, had freighted to Juveren [?], and sailed from there to Cadiz, being now bound to Amsterdam. Skipper Cryn Crynsz. has also been with us—a Middelburg trader from the Caribbees. The abovesaid skippers informed us

<sup>1</sup> 'Seven' incorrectly given in the original.      <sup>2</sup> Calis Malis.

further, in addition to the above, first that they were carrying precious cargoes, and that eight more Dutch and ten Hamburg ships were freighted at Cadiz, the skippers of which were still lying there on the look out, and waiting, chiefly for the rest of the silver which the merchants were unwilling to ship until they had first received further advices from home and a sufficient convoy. And this was pleasant tidings for us to hear; and as we knew right well that 4 Parliament squadrons, each of 5 great ships, were cruising between the Straits and the North Sea, we thought it advisable in all ways to convoy the said ships with our fleet to off Zeeland, and also to instruct the Amsterdam ship to sail in to Zeeland for security, and to sail thence, as opportunity offered, to the Texel; and as soon as the said ships should be convoyed we should sail out again to the west. Of all this I have advised their H.M. and their Noble and Powerful Lordships in writing, and despatched the letters by express, and herewith hope they will approve the same. We have now also been informed that Vice-Commodore de Ruyter is in the road of Havre with his squadron, and is having his damaged ships repaired there. I have therefore despatched a yacht forthwith with a letter to the said Commodore, informing him that as soon as we have brought these ships in in safety we shall come westward again and join him at Havre; and if he, meanwhile, should be ready with the ships under his command, and we should be prevented by contrary winds from making Havre, it would be best to wait for us through the Straits in the open sea outside the Nieuport, Ostend, and Dunkirk sand-banks. In the evening we got a breeze from the N.E. Anchored at night just before the ebb.

*September*  $\frac{1}{2} \frac{8}{8}$ .—This morning the wind N.N.E., light breezes. Weighed anchor just before high

water. Summoned all the captains on board, and gave them further and more precise orders, and also issued lists of signals to the ships that joined us yesterday. We now missed the eighth and last fire-ship, and also the ships under the command of Captain Aldert Jansz (whose beak head was injured), and Captain Abraham van Campen, who had her bowsprit carried overboard on the  $\frac{1}{2}\frac{5}{5}$ th instant. We were now also informed that Vice-Commodore de Ruyter had about 50 merchant ships from divers places with him, and that in the rough weather on the  $\frac{1}{2}\frac{5}{5}$ th instant they had been very much scattered and separated. We now made every effort to convoy the ships we had met safely towards Zeeland. In the evening the wind dropped. During the night, a light breeze from the W.S.W.

*September*  $\frac{1}{2}\frac{9}{9}$ .—This morning, the wind W.S.W. Course E. Dunkirk 4 or 5 miles S. of us. I now send a letter to the Lords States of Zeeland, similar in tenor to those written on the  $\frac{1}{2}\frac{7}{7}$ th to their H.M. and their N. and P. Lordships. When the sun was S.S.E. we sighted two sail to the N. of us; two of our ships gave chase; in the afternoon the chasers rejoined the fleet with one of the strange ships, but we were unable to speak them. In the evening four of the seven merchantmen we had brought with us anchored outside Bruges shallows, the other three stood in. Outside the *roads* here we met :—

From Rotterdam.

Lt.-Admiral Tromp's ship and Captain Ruth Jacobsz;

From Amsterdam.

Captain Lambert Pietersz, Captain Sipke Fockes, and Captain Hector Bordessen's ship;



From the North Quarter.

Captain Symon Veghters and Captain Jan Pietersz :  
Denarn.

In the evening, the wind being N., we also anchored with the abovesaid four merchant-ships, to protect them. They lay E. and S.S.E. of us, five miles off.

*September  $\frac{20}{30}$ .*—This morning, the wind N.W. by N. ; rough weather. The said four merchant-ships got under sail to go in. In the afternoon very rough weather from the N.N.W.

*September  $\frac{21}{30}$   
October 1.*—In the morning the wind N. ; uncertain weather. With the sun in the S.E. we got under sail to come to the westward. At noon Captain den Oven's yacht came up with us, bringing a letter from the Zeeland Admiralty, dated the  $\frac{20}{30}$ th September, saying that Lieutenant-Admiral Tromp and 6 other men-of-war were still in Schoonevelt. I answered the said letter, and sent another to our Rotterdam Board. At night the wind dropped ; anchored just before high tide.

*September  $\frac{22}{30}$   
October 2.*—At daybreak in the morning the wind S.W. by S. ; weighed anchor after high tide, and did our best to get to the west. Skipper Lourens, commanding a galliot that parted from us on the  $\frac{16}{26}$ th September, returned from Flushing bringing some things required for the ships Prins Willem and Louysa. With the sun S.S.E. we fell in with Vice-Commodore de Ruyter and his squadron of 28 ships off Nieupoort ; these ships, such as they are, are in dire want of water and stores ; they have suffered much damage in their round timbers, sails, and rigging. Some Zeeland West Indiamen also came in his Honour's company, and did their best to get in. I hear that four days since the said Commodore came up with several of Admiral

Blake's ships off the Start, but parted without attacking them on account of the violent storm. The names of the said Commodore's ships, their crews,<sup>1</sup> and guns,<sup>1</sup> are as follows :—

His own ship, unfit to remain at sea any longer

Belonging to Rotterdam :—Captain Jan Jansz van der Volck.

Amsterdam ships :—

Commodore Verburch.  
 Captain Velsen.  
 Captain Pieter Salomonsz.  
 Captain Douwer Douwes.  
 Captain Lucas Albertsz.  
 Captain Emanuel Zalingen.  
 Captain van der Aech.  
 Captain Sweers.  
 Captain Jan Egbertsz :  
 Captain Claes Sael.

Zeeland ships :—

Captain Mangelaer.  
 Captain Lonch.  
 Captain Lendert den Haen.  
 Captain Lourens Peensier.  
 Captain Kuyper.

North Quarter ship :—Captain Gabriel Thenusz.

Vriesland ships :—

Captain van de Brouch.  
 Captain Sickenar.

List of the ships sent back to repair and victual (in accordance with a resolution passed by my Lords the States Deputies at Middelburg, <sup>August 23</sup> Sept. 2.

<sup>1</sup> Not given.

1652), because unless they are refitted they are not in a condition to remain at sea any longer, and the council of war has, therefore, determined to send them back :—

From Rotterdam :—Commodore Jan Arensz : Verhaven.

From Zeeland :—Captain Pouwelsz : (the ship in which Vice Commodore de Ruyter sailed).

Captain Joost Bancker.

Captain Cornelis Evertsen the younger.

Captain Fortüyn.

Captain Jacob Siggelsz :

Captain Claes Jansz : Sanger.

Vriesland :—

Captain van der Perre.

Captain Hans Caerel Beckx.

Run off from us :—Captain Quaeboer.

The following are the fire-ships that are not fit to keep the sea, and which it is therefore thought right to send back as well :—

From Rotterdam :—Captain Leendert Arensz : Sanger.

From Amsterdam :—

Captain Jan Claesz : Corff.

Captain Hendrich Overbeeck.

Captain Cornelis Beeck.

A small boat and a galliot belonging to Zeeland, and a Rotterdam galliot, are also sent back because unfit. To-day I ordered the captains to issue a can of beer daily to every man, because we find that a



great deal of the beer is stinking, and with the view of saving the water as much as possible. [Gave] Commodore de Ruyter a list of the ammunition shipped, in order that we might distribute it among the ships that have come in at the first opportunity. In the evening anchored with the wind S.S.W., rough weather, which continued during the night.

*September 23*  
*October 3*.—This morning the wind S.W. by S., rough weather. Sent letters by Commodore Verhaven to their H.M. and their N. and P. Lordships, and another of the same tenor to my Lords the States of Zeeland, amongst other things begging for a large quantity of water and other stores for the ships that have come in. In the evening the wind S.

*September 24*  
*October 4*.—In the morning the wind S.S.W. with calms. Made arrangements with regard to the ammunition, water, and cordage received, and for their being issued to the ships most in need. In the evening a breeze from the S.S.E. Course S.W. by W. Sent all the wounded and maimed, unfit to serve longer at sea, to Zeeland with Captain Jan Pouwelsz. Captain Lourens Josjasz returned with his fire-ship after having had her repaired a little. Was now informed that the late Captain Joris van den Brouch's Lieutenant had gone off without permission, although I had ordered water for him, and whatever further he stood in need of.

*September 25*  
*October 5*.—The wind S. At noon found ourselves alongside the Goodwins. Saw about 40 ships lying in the Downs, eight or ten of which were exceedingly large, also two more squadrons of 5 ships, and one of 6, cruising in the Straits. With the sun S.W. held a council of war, where it was finally decided to put in to the Downs without delay, as soon as ever wind and weather would permit, to

fight, and if possible overcome, the English there, whereon I hope God Almighty will grant us his blessing. After holding the council of war, I signalled for the captains to come on board, and charged them one and all to be true to their honour and their oath as faithful servants of our Fatherland. I shall now have to see that signal books and instructions are issued with all promptitude to those of the captains who have last come in, and have not yet received them. In the evening anchored during the first watch, with the North Foreland  $3\frac{1}{2}$  miles W.S.W. of us ; wind S. Rough weather during the night.

*September 26*  
*October 6*.—In the morning the wind almost due S.S.W., with rough weather ; during the day violent gusty weather from the S.W., and afterwards W.S.W. At night S. wind with rough weather.

*September 27*  
*October 7*.—This morning wind and weather as before ; during the day it blew a little more westerly. We now missed the two Amsterdam East Indiamen, and two or three men-of-war that had lost their anchors in the rough weather.

*September 28*  
*October 8*.—In the morning, the wind W.S.W. Got under sail just before high tide ; fell in with the galliot sent out for our use, under the command of Frans Denich. He said he had been chased in the Straits by two English ships, and had therefore thrown overboard the despatches he was carrying from the Government ; and he had got off from the English as a Hamburger. Our ships were much scattered by the dragging of their anchors in the rough weather. At noon we saw Admiral Blake to the S.S.W., bearing down on us with a fleet of two or three and seventy sail ; therefore we made great haste to collect all our scattered ships. With the sun S.W. by S. we had got them all together except

the two East Indiamen and three men-of-war that had drifted off. The said fleet had now come to within half a mile of us. I myself went on board the ship *Prins Willem*, a vessel belonging to Zeeland, because the crew of Lt.-Admiral Tromp's ship refused to have me over them (although I had written orders to that effect in abundance), so as to be able, I hope, to be more effective here, although I found in her a number of men unskilled according to my opinion. We now lay with this ship, the worst sailer we have, fairly in the centre of our fleet. Immediately put the ship about towards the enemy, and in a very short time our fleet had come within gunshot of them, our ship being the foremost by reason of the holding off and standing away of the others, who could have kept to the wind much better than we. We at once exchanged fire with the enemy, and the said ship *Prins Willem*, being the nearest to them, suffered very much under their fire, both in her sails, rigging, and spars, her fore-topsail being shot away from the yard; so that we lay much damaged and unmanageable, not able to put about on either bow; Vice-Commodore de Ruyter's ship also was very much damaged. Our other ships, the majority of which were to the rear of us, kept firing on the enemy, although our ship was lying there so helpless; and the more advanced, who might well have come nearer the enemy, even fired at them many times over and through our ship; which, in my opinion, is a great brutality and outrage. In the evening we were separated by the darkness. We let our ships drift without sails, and so continued the whole night, the enemy being to windward of us. Returned on board our own ship again at night.

*September 29.*—In the morning, a breeze from the  
*October 9*



West, the enemy two miles to windward of us. Summoned the captains on board, and addressed them all together, telling them that divers captains had not done their duty yesterday, as they ought, having kept their ships off to leeward of us, and instead of firing on the enemy had damaged one another. I charged and implored them again to take better heed of the service of our Fatherland. Captains Kempen and van Houten (among our ships) had had their bowsprits carried away. We now missed Captain Jan van Nes, who was said to have had all his masts shot away yesterday evening; Captain Hola [had lost] his mainmast; Captain Nobel's ship had suffered in every part; they said an English ship had been sunk also, and that the said Captain van Nes's ship had been towed off down the wind by another of our ships, which news was a great relief. We now saw a great ship to eastward, and also two or three smaller vessels in the E.N.E., which we judged to be our ships; we therefore stood towards them with easy sail, the English following us. At noon we came up with the said great ship, called the *Vogelstruys*, which had parted from us in the last rough weather. The others looked like Zeeland privateers. It was now a calm, and the ships were properly managed to await the enemy. Then we got the wind with a sudden gust from the E.N.E., and stood towards the enemy, in order to get to windward of them. When the sun was S.W. by S. the wind dropped, so that our ships were badly managed. We saw sundry ships were following us very slowly, more than usually so, and therefore fired several shots at them; it is evident they have paid no heed to my faithful appeal this very morning; and, as the wind had now dropped, on consultation with Commodore de Ruyter, and Captain and Commodore Cornelis Evertsen, who was

the nearest of our council of war, we decided it was not advisable to attack the enemy with only a light breeze or no wind at all, because we should thereby afford them a great opportunity of laying their fire-ships aboard us. We now kept to windward of the enemy, a gunshot, or a gunshot and a half off, the sun S.W. and S.W. by W. We now got a fresh breeze from the N., course, E.N.E., and, as the day was almost over, we did not think it advisable now to engage with the enemy, for fear lest, when darkness came on, any of our ships that had been injured, or otherwise, should be cut off from us, and so taken possession of. We kept our fleet together, as close as possible; but several of our ships were strongly inclined to sail a good way ahead of us, away from the enemy; this greatly encouraged the enemy, who kept their ships very close up together. It appears that several captains in Zeeland expressed themselves as unwilling, whilst they were fitting out, whereof my Lords States will have good information; and now they do not faithfully quit themselves of their duty, but seem in every way to try and show the white feather, and, indeed, brandish it so, that we are put to shame before the world. I think myself unhappy to be here in company with such people, having never before seen the like. Towards evening several of the enemy's fastest ships stood off on the other tack, and fired several rounds on our rearmost ships, among which we were ourselves, and we fired on them in reply. As darkness fell the rest of the enemy's fleet also tacked. We stood to the N.E., purposing to hold the council of war again on board early in the morning, and to make an appeal once more. We now relied on having the enemy in sight early in the morning. Our fleet at present consists of 49 sail, including several flyboats, which are only suitable

for converting into fire-ships, as they are good sailers, and of little strength. The undermanning of our ships and the number of our sick are well known to my Lords States from my previous letters. With regard to the enemy, they have eight or ten great ships, exceedingly large, including the Sovereign; the other ships and frigates, to the number of 62 or 63, are all good large ships and frigates, carrying 60, 50, 40, and 30 guns; 2 or 3 frigates mounting 14 or 16 guns; and the rest appear to be fire-ships. We found that the guns on their smallest frigates carry further than our heaviest cannon; and the English, I am sure, fired smarter and quicker than did many of ours. In the ship Princess Louysa, under our command, we had four killed and several wounded; the spars, sails, and cordage of several of our ships have been much damaged under fire; and as the above-stated force of the enemy far outnumbers ours—which makes this just the right moment for us to have a proper number of fire-ships, which we are entirely without—I cannot but think myself exceedingly unfortunate. During the night set our course under easy sail to the N.E.

*September 30.*—The wind W. Summoned all the captains on board, and held a council of war. We decided as appears in the accompanying resolution. Saw the enemy to the W.S.W. of us. Was now informed that Captains Lambert Pietersz.; and Ewout Jeroensz.; and also Captain Swart's ship and Captain Degelcamp, had sailed to Texel without orders. Changed our course in accordance with the resolution, for the Goeree gat. Walcheren, I should say, 7 miles E.S.E. of us. Never have I seen, in all my life, I must declare, such cowardice among sea-captains as these have shown. What it betokens I have not discovered. Nevertheless, I have not failed



to implore them with clasped hands to devote themselves to the service of our country. In the evening we sighted Walcheren 4 miles S.E. of us. I despatched the resolution we had passed and an extract from my journal, by express galliot, to their H.M. and their Noble and Powerful Lordships; and also sent for pilots from the Briel. During the night coasted to and fro under short sail.

*October  $\frac{1}{11}$ .*—A breeze from the North. Summoned the council of war and all the captains on board, and addressed them as follows :—

To wit, first, as soon as the ships were come inside the shallows, to keep all their people strictly on board until further orders from their H.M., and each one to deliver in a statement of the damage done to his ship in the engagement on our last encounter with the enemy; as also of the state of their victuals, and the fitness of the ships under their respective commands, of which they will each have to make a sworn return. In the evening I received the said list and sworn returns. Anchored as soon as darkness fell, with Goeree 4 miles E.S.E. of us.

*October  $\frac{2}{12}$ .*—A southerly breeze. During the day, a calm. Sent off two yachts to fetch the pilots and pilot-boat. In the evening anchored in 13 fathoms of water. Goeree E.S.E. of us.

*October  $\frac{3}{13}$ .*—Wind N.N.W. Weighed anchor. Met the pilot-boat. Gave orders that the largest ships should each have a pilot first, and should sail in front of those who could not get one. Got inside the shallows at noon. We have anchored with the ship under our command off the Kwak, and other ships to the E. of us about the harbour. I now received a letter from their H.M. of the  $\frac{2}{12}$ th instant. I summoned all the captains on board, and gave them instructions from my Lords States-General to

keep all their people strictly on board till further orders, and informed them the deputies of my Lords States-General might be expected any hour. Gave further orders with regard to the sick and wounded, to have every man taken to his place, as they are out of danger. I now hear that the fourth East Indiaman, commanded by Captain Pieter Salomonsz ; which was parted from us in the rough weather on the night of  $\frac{\text{Sept. } 26}{\text{Oct. } 6}$ , anchored a good way to leeward of us ; and when he heard the firing between us and the enemy, he made off. I hear also that he was better furnished and equipped than the Vogelstruys ; and his making off is worthy of note.

*October*  $\frac{4}{14}$ .—In the morning, the wind S.S.W. Had the ships cleaned. In the afternoon sent off the requisitions for stores from all the Captains to their H.M.

*October*  $\frac{5}{15}$ .—In the morning, with the sun S.E., went ashore to the Lords Commissioners, to wit, I. v. Meijden de Mauregnaultz, G. Hoolch, E. van Bootsmaasz : K. H. Scheth and R. W. Kuiphuijsen, who had arrived during the morning, to give them a report of my proceedings. In the evening held a council of war on land, and did my best to learn who had been guilty of dereliction of duty [in the engagement] between us and the English.

*October*  $\frac{6}{16}$ .—This morning had divers depositions taken of the masters of the galliots and little boat, and of their crews, to learn which of the captains has been guilty of poltroonery.

*October*  $\frac{7}{17}$ .—In the morning summoned the Captains on board, and by command of my Lords Commissioners addressed them as follows, to wit :

First, that every captain was to suffer a quarter of his crew to go ashore every day, but they must return on board in the evening.

Item to deliver in more particular requisitions for stores ; also that every captain on sailing from here must reckon to be victualled for ten weeks.

A certain frigate, commanded by Captain Lambert Marcusz : , and a galliot coming from Zeeland [are assigned] for the use of the fleet.

*October  $\frac{8}{18}$ .*—The following captains have come in to us :—

*North Quarter.*

Commodore Pieter Florissen : ; not ready.

*Friesland.*

Captain Abraham van Campen.

Captain Gysbert Malcontent.

Captain Pieter Adrjaensz.

*Zeeland.*

Captain Albert Jansz.

*North Quarter.*

Captain Peereboom.

Lieutenant Commodore Jan Bourgonien.

*October  $\frac{9}{19}$ .*—The Lords Commissioners aforesaid have departed for the Hague ; I have received from them instructions in writing to assemble a court-martial upon several captains suspected of dereliction of duty. Having seen and discussed several depositions on the subject, it was unanimously resolved to take security from Captains Sichema and Lucas Albertsz. Sent the master carpenters, Jan Salomonsz. and Ary Joosten, to inspect the ships, to ascertain what damages they have suffered in the last engagement with the English. Ordered the captains to return more detailed statements of the dead and wounded on each ship.

*October  $\frac{10}{20}$ .*—The abovesaid carpenters have continued their inspection.



*October*  $\frac{1}{2}\frac{1}{1}$ .—After the said carpenters had finished their inspection of the last ships, I sent them, with a list of the unsound ships, and also with letters, and with each captain's list of dead and wounded, and a return of the land-soldiers on each ship with the garrisons, to which they belong—to their H.M. and their Noble and Powerful Lordships.

*October*  $\frac{1}{2}\frac{2}{2}$ .—Summoned all the captains on board, and told them first to put a stop to the free quarters of a day, and suffer only the ordinary rowers to come ashore; the ships that were most ready were ordered to drift out to between Goeree and the Kwak, and each captain to anchor as he thought safest. Sent to inform their H.M. and their Noble and Powerful Lordships of the things we stand in need of, as may be seen in the register.

*October*  $\frac{1}{2}\frac{3}{3}$ .—In the afternoon several carpenters came to us, with materials to repair the ships, and also some provisions. To-day Captain Adrjaen Kleyntje and Captain Andries Douwes came to join the fleet.

*October*  $\frac{1}{2}\frac{4}{4}$ .—Two Commissioners came from my Lords States of Holland, to wit, Heer Johan van Velsen and Heer Frederick Losecaet. I offered them a helping hand, to get through with their business. WITTE CORNELISZ: DE WITH.

487. *Oct.*  $\frac{1}{2}\frac{5}{5}$ , 1652.—*JOHN BONKER TO THE  
NAVY COMMISSIONERS*

[S.P., Dom. xxv. 14.]

Gentlemen,—May it please you, the 9th of September we set sail out of Yarmouth Roads; the 20th we anchored two miles below Estenover Castle, and there stayed until the 27th, treating with the King of Denmark and his ministers about

the ships we were sent for. The 26th he sent down a positive answer that he would secure them. Still, hoping the times might alter his letter, Captain Ball hath brought up. The 30th of September at 4, or between 3 and 4 in the noon, happened that sad disaster of Captain Ball, and a very great mercy it was we had not all lost our ships; it proved a storm of wind at her going ashore, and we that had got well off was so frightened that we did not think ourselves secure till we were got into 16 or 18 fathom water, which was at least 18 leagues off, and then it so pleased the Lord that He sent us a wind to go back to take off their men; the 2nd of October we got back and took off most of the men, and set sail that night, and the 14th we arrived here, and have brought in 13 or 14 prizes, brigs, hoys, ships, and what we could seize this day between the head and the spurn. Captain Peacock, Captain Rose, and Captain Muthem took a Holland man-of-war of 20 guns. Our six months is near expired. My desire is you would be pleased to send order to Harwich what we should do, for there we are all ordered by Captain Ball to go the first opportunity, for many of us doth want provisions, especially beer. So, with my kind respects to your worships, I remain,

Yours to be commanded,

JOHN BONKER.

From aboard the Prosperous in Burlington Bay,  
October 15, 1652.

488. Oct.  $\frac{1}{2}$ <sup>5</sup>, 1652.—*LETTER FROM THE HAGUE*

[Printed in *Mercurius Politicus*, p. 1968. B.M. Press Mark E, 678, 26.]

The States of Holland continue in their resolution of opposing the election of the young Prince of

Orange for their general ; and if they persist, as it's conceived they will, Zeeland will not be able to carry it on themselves.

The fleet of this State is not so forward as it was thought it would be ; it was said they would be ready the 26th of this month (which is to-morrow), but it is well if they get ready by the 26th of the next. It was noised awhile there should be no less than 112 men-of-war, but it will be hard if they set out but 70, for men are scarce and money's slow. There are about 400 merchantmen to set forth for Spain, France, the Straits, India, Guinea, Turkey, and Portugal ; and for these they intend to make way through the Channel with a strong convoy ; which, if they can, they will then think they have sufficiently vindicated their reputation to the world, that they can make way for their trade under your noses. The mariners cannot yet tell what to think of the English by the last engagement. They say it cost them hot water, as appeared at their return by their dead and wounded men, and the mangling of their ships and sails. You shot away 7 of their guns, with the side of one of their ships ; sure, those were Sovereign bullets, for they cry out of the "golden devil" extremely. The seamen say also that one of their fellows, having newly hauled in a cable, did but peep out, and a shot immediately gave his head a cleanly conveyance from his shoulders. Another shot was observed to kill no less than 9 of them at a time ; so that you see there was good execution. News is come hither by letters, how the King of France hath given the Duke of Vendôme order to prepare another fleet out of hand, with thoughts of revenge for the loss sustained by the English. Sir George Carteret<sup>1</sup> is to be his Vice-Admiral.

<sup>1</sup> In the service of Charles II.



489. Oct.  $\frac{1}{2}$ , 1652.—*LETTER FROM AMSTERDAM*

[Printed in *Mercurius Politicus*, p. 1972. B.M. Press  
Mark E, 678, 26.]

All that we have here further from de With and his captains, and their late engagement with the English, is this: that whereas in his letter to the States-General he wrote the English came upon him unawares and unprovided, it appears now upon examination that it was agreed in a full council aboard the Admiral to fall upon the English fleet, and they came on with that intent to find them out in the Downs. And whereas they retreated so after the engagement the first day, de With excuseth himself by saying it was so concluded at a council of war. And whereas he laid the main of his excuse upon the cowardice of his captains, a course hath been taken at Helvoetsluys to sift and try them by 7 lords, one out of every province, who were appointed Commissioners by the States to examine the matter, and apprehend and try such as de With should nominate to them, for which purpose they carried a fiscal and some soldiers along with them. The sum of all upon inquiry is that they accuse one another, and then mitigate the matter again by laying the blame of all upon this and that and the other misfortune, and the Englishman's being too strong for them. And de With himself still insists that the English had fresh supplies the next day, though the contrary be many ways written hither out of England. And so, having had the loss, they are content to accept of these excuses and pretences, and make the best they can of a bad bargain, and think it enough that they escaped the English so well, seeing they were better

manned (they say) and more in number than themselves.

But seeing small ground to touch their captains at present, the States, to awe and keep them close to their duty in time to come, are now at work to form a formidable council of war, which perhaps will be chosen out of the members of the Council of the Admiralty ; and this Council is to continue aboard with a fiscal in the best sailing frigate to observe their captains' demeanour. In the meantime those two captains who were taken prisoners and carried away by the English fleet have no other reward for their hazard but hard words, many saying that they turned to the English ; and so their two ships, which came home without masts and miserably torn, are disposed of to other captains.

The treaty of this State, by their Ambassador, with the King of Denmark, hath taken such effect that the letters thence say that the King hath seized the 22 merchantmen of England, and would not suffer the 18 English men-of-war to come near them, who were sent by the Parliament to convoy them homewards, which gives great hope in this country of concluding so far with the King as to stop the English passage through the Sound. If this prove true, it is strange the Dane should so deal with England, and make no scruple of it in the midst of a treaty for love and amity. Though men are pleased with it here, yet grave men do observe and pass their censure upon it, especially considering the Danish Ambassadors are said still to be in England. But notwithstanding that the States have carried it thus in Denmark, their affairs are not so current in Sweden, though their deputy there hath insisted hard with the Queen for union and a prohibition of English traffic, and a stay of English shipping in her ports, by virtue of several articles of the League

of Alliance betwixt that realm and those United Provinces.

The States of Holland intend to adjourn suddenly, and re-meet at the latter end of November ; in the meantime great preparations are making for the war.

490. Oct.  $\frac{1}{2}$  $\frac{5}{3}$ .—*VICE-ADMIRAL DE WITH TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My Lords, My last letter to your H.M. was sent off on the  $\frac{1}{2}$  $\frac{3}{3}$ <sup>th</sup> by a messenger belonging to the Rotterdam Admiralty ; I hope it will have reached your H. M. safely. Our further proceedings are as follows :—so far no member of any of the Boards of Admiralty has arrived, and only one director from Amsterdam. As regards the stores we asked for on account of the damaged ships, very little has arrived for the Amsterdam Admiralty and Directors' ships, and none for others ; and meanwhile our time is being absolutely wasted here. We are also looking out very anxiously for the water-ships we asked for, which were to come from Dort or Rotterdam, and which my Lords the States had promised me here. I would further entreat your H. M. with all respect, that commissioners may be sent to us here from your H.M., so that they may constantly make inspections, and see the delays that occur in everything. We have received nothing whatsoever from the provinces of Zeeland and the North Quarter.

Herewith, &c. &c.

WITTE CORN : DE WITH.

I would further refer my Lords Commissioners to the bearer hereof, as to the delays occurring here.

Done at Helvoetsluys, October 25, 1652.



491. *Oct.  $\frac{16}{8}$ , 1652.—ORDERS OF THE COUNCIL OF STATE*

[R.O., Interr. I, 34, p. 37.]

That a letter be written to General Blake to desire him to appoint some vessel to convoy the ships which are now at Weymouth and bound for the Islands of Jersey.

That the paper from General Blake concerning the victualling of the fleet be referred to the Commissioners of the Navy, who are by conference with the victuallers to consider how the ships appointed for the winter's guard may be victualled with most expedition, and the delays and disorder that have been hitherto in that business remedied and provided against, and report their opinions herein to the Council on Monday next in the afternoon. As likewise to consider how the ships appointed for the Straits, a list whereof is herewith sent unto them, may be with most expedition fitted for that service, and what provisions are now at Portsmouth for that purpose.

492. *Oct.  $\frac{16}{8}$ , 1652.—THE BOARD OF ADMIRALTY IN AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

In consequence of your despatch of the  $\frac{9}{19}$  we have notified all skippers and merchants by posters that the merchantmen bound for the West are to join the men-of-war in Goeree and the Wielings, that they may sail under convoy with the first fair wind after  $\frac{\text{Oct. } 22}{\text{Nov. } 1}$ . With this object in view they are to be brought to Goeree as soon as the wind serves, to which purpose we have sent orders to-day to our commissioner in the Texel to take care that the

men-of-war under our jurisdiction now at Goeree shall be ready in time. We understand, however, that the men-of-war of other Boards are very much behindhand in their equipment, and will, perhaps, not be ready for a long time after the day named for the sailing of the fleet. It would be very inconvenient that our men-of-war should arrive only to lie there uselessly, whilst if they were kept in the Texel they could be cleaned, and could be supplied with necessaries at a far less cost than at present. The place in which they are is very unsuitable for the purpose. Besides, the ships are foul and unfit to go to sea, and the merchantmen are laden with perishable goods, and, if they are sent off in accordance with the notification, will be delayed to the great injury of those interested in them, for which we are exceedingly grieved. We therefore cannot avoid praying your H.M. to use all possible means to hasten out the fleet, and to send on board the commanders appointed or to be appointed, to prevent further damage and much inconvenience which is otherwise to be expected and feared. Herewith, &c.

Amsterdam, October 26, 1652.

493. *Oct.  $\frac{1}{2}$ <sup>8</sup>, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 34, pp. 39, 40.]

That the Committee for Foreign Affairs do meet on Wednesday morning next in order to take into consideration how this nation may be supplied with such of the Eastland commodities as are necessary for the shipping of this nation, and to report their opinion therein to the Council.

That the petition of Captain John Lisle be referred to the Committee for the Admiralty, who

are to consider of his sufferings by the wounds he received in the late fight against the Dutch, and also of the making him captain of one of the State's ships of the winter guard, and to report their opinions herein to the Council.

494. Oct.  $\frac{18}{28}$ , 1652.—*CAPTAIN FRANCIS WILLOUGHBY  
TO THE NAVY COMMISSIONERS*

[S.P., Dom. xxv. 17.]

Honoured Friends,—Being arrived at Portsmouth the first thing I met withal was a kind of sad unruliness of most of the shipwrights of the dock-yard, who, expecting last Saturday to be paid, and for that end were warned to appear, and after disappointed, as I am informed, by Mr. Portman's riding post to London, do utterly refuse to work, notwithstanding the great haste here is, and I, understanding that here is money in town to pay them, do earnestly desire that some course might be taken that they might be speedily paid off, for I perceive nothing but that will do, and, indeed, the pinching necessity of their sickly families (though it be no excuse [for them] yet) it is very considerable. The fleet is here still; I understand divers ships are so shattered that they want great repairs, and the stores are very empty. I entreat your special care for the speedy furnishing our stores according to former demands.

[FRANCIS WILLOUGHBY.]

I have since prevailed with a considerable number of the shipwrights, who are gone to work upon condition they receive their money the latter end of the week, which I have engaged myself to see performed, and therefore pray move Mr. Treasurer in it.



495. Oct.  $\frac{18}{28}$ , 1652.—CAPTAIN JAMES PEACOCK TO  
ROBERT COYTMOR

[S.P., Dom. xxv. 18.]

Honoured Sir,—This is to entreat you to acquaint the Right Honourable the Council of State and the Committee for the Admiralty of my safe arrival in Yarmouth Roads this day, and about twenty prizes, besides a man-of-war called the Morning Star, being the same vessel that took the merchantman at Elsinore, with whom, having had an hour or two dispute, I boarded them and took them with the loss of my bowsprit,<sup>1</sup> but I had never a man killed, God be praised, but I killed 16 of them and wounded 18 very dangerous, which men I have sent home in one of the prizes with 120 men in her. I hope it will be taken to be the best way to be rid of them, for there was in all of them 430. We set the man-of-war's men on shore in Burlington.

As for the squadron, I have appointed 3 to go to Tynemouth to conduct the colliers' fleet that be there, and receiving intelligence from Hall that a considerable fleet was there laden with lead, I have appointed three to go thither to conduct them. The Recovery having sprung a great leak at sea, and the Elizabeth her mast being shot in fight with three Hollander men-of-war, coming out of the Sound, are gone to Hull. Thus desiring you to acquaint the Council of my bowsprit being lost, that order may be taken to send me one down to Harwich, or whether I shall come up for<sup>2</sup>

. . . . . not had any supply since I came out in February last. If the honourable Council pleaseth to order me to stay out this winter

<sup>1</sup> Marginal note, 'to be sent him.'

<sup>2</sup> Damaged in MS.

I shall want a suit of sails, and one new cable, and boatswain's and carpenter's and gunner's stores,<sup>1</sup> and so shall all the whole squadron. The Star frigate doth so leak, that she will not be fit to stay out this winter, but there will be great want of her, he being so pliant a man. On this coast, as he is here, be divers small men-of-war lying among the sands. I desire to know their Honours' pleasure touching the victualling of the whole squadron, how long, and where, in all which I crave your favourable furtherance, whereby I may be sensible of the Council's pleasure herein, and you shall ever command him that is already

Your most humble servant,  
J. A. PEACOCK.

Dated on board the Tiger this 18th October, 1652.  
Yarmouth Roads.

I would make a whole narrative . . . . . where the ship *Antelope* was cast away, but that Captain Ball is gone ashore and is taken post from Burlington to London to give a direct account of that sad disaster, which so unfortunately fell out contrary to expectation. No more but that I am yours,

J. P.

496. Oct.  $\frac{1}{2}$  9, 1652.—*ORDERS TO CAPTAIN MARTEN SCHAEFF*

[Archives of the Hague. Translated.]

Commissary Jacob Agges herewith commands Captain Marten Schaeff, as Vice-Admiral, to put to sea with the first favourable wind God may grant, together with Commodore Captain Schellinger

<sup>1</sup> Marginal note, 'to be sent them'

and the other men-of-war in his company, to convoy the East Indiamen safely into the Sound ; and there the Captain shall apply to his Excellency, the very noble Heer Nanningh Keyser, Ambassador of their H. M. the States-General of the United Netherlands, or in his absence to the noble Heer de Vries, resident at the Court of his Majesty the King of Denmark, to receive their Honours' orders, using every care to protect the ships from attack by the enemy, or by pirates and privateers, keeping them in good order and well together, to prevent any mischance that might befall them. He is to be always on the alert, moreover, to keep watch for the honour and glory of our country, as is incumbent upon us, being guided in all things by the rules of good seamanship.

October 29, 1652. East Vlieland.

Orders similar to the above given to Captains Jan Jans. Lapper, his Lieutenant, Pieter van Zalingen, Brederode, Huyskens, and Cornelis Jansen Poort.

497. *Oct.  $\frac{20}{30}$ , 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 34, pp. 45, 47, 51.]

That a letter be written to General Blake to recommend unto him the condition of the English merchants trading into France, according as it is laid down in their petition, and to desire him to furnish them with a convoy.

That no person be made choice of to be officers in any of the State's frigates which are now a-building until the said frigates shall be built and



launched, and this order is to be sent to the Committee of the Admiralty.

That a letter be written to the Commissioners for prize goods to desire them to forbear to make sale of the ship of wheat which was taken by Captain Ball and brought into Hull until they shall receive further order, and to give order for the bringing of her into the river of Thames.

That a letter be written to General Blake to give him information of the intelligence received this night in the Council concerning the ships coming out of the Low Countries into the Channel.

The Lords Ambassadors Extraordinary of the King of Denmark having this day sent into the Council a paper desiring thereby the releasement of the ships belonging to the King of Denmark which have been stayed in the river of Thames by order of the Parliament of England, the cause whereof they say they cannot imagine unless it be the report of the detaining of the English ships in the Sound by the said King, whereto they desire the Council to give no credit, it is ordered that the Commissioners appointed to meet and confer with the said Ambassadors to-morrow in the afternoon upon the said paper do at the said conference declare unto them that the cause of the stay made of the Danish ships mentioned in their said paper is the detention of the said English ships at Copenhagen, and to demand of them what security will be given to the Parliament that those ships now detained in the Sound may be safely returned home.

That the Lord Commissioner Whitelocke be desired humbly to acquaint the Parliament with the effect of the conference which was yesterday had between the Commissioners of the Council and the Danish Ambassadors, as also with the paper which was since sent to the Council from the said Ambas-

sadors and the journal of Captain Ball's proceedings in his voyage to the Sound.

That the Committee for Foreign Affairs be authorised and empowered to promise unto such merchants as shall undertake to bring in Eastland commodities present security from confiscation upon the Act of Parliament for increase of navigation or other restraints upon those commodities, and likewise to assure them that the Council will in convenient time move the Parliament to make good the said undertaking and to give such further order for the full indemnity of all such persons as shall be necessary.

498. Oct.  $\frac{19}{29}$ , 1652.—*THE BOARD OF ADMIRALTY IN AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

High and Mighty Lords,—We have well and rightly received the despatches of your H. M. of the  $\frac{12}{22}$ ,  $\frac{15}{25}$ , and  $\frac{16}{26}$  of this month, with an enclosed resolution in each, taken on the occasion of a letter from Vice-Admiral Witte Cornelisz. de With<sup>1</sup> to the effect, amongst other complaints against our Board, that no deputies or any necessities for our ships were sent to the Helvoetsluys, and that many of the men from the ships came here without permission, with a request added that your H. M. would be pleased to take order in both these complaints. Upon this your H. M. not only earnestly requested and urged us that we should contribute what we could to satisfy him, but also were pleased in the last resolution to add a kind of protest that you would otherwise remain guiltless of the misfortunes which, if he were longer detained, would befall the

<sup>1</sup> No. 490.

country and its good citizens. We, having taken this into deliberation, cannot but reply humbly to your H.M. that we are much surprised at the Vice-Admiral's letter, which from beginning to end is an attack on our Board, and that we could with much more reason ascribe to him the cause of the delay of the sending out of the ships and their unpreparedness in winter, seeing that when they are in so ill a condition by reason of foulness, leakage, and other defects, that they need considerable repairs, he has taken them to a place so far from our district, whither necessaries are only to be taken with great delay and expense. If, on the other hand, the ships had been brought to the Texel, they would by this time have been all careened, and have been fit to sail much sooner than now. Nevertheless, overlooking this, we began the work, as it was presented to us, before we received a letter from any one, on the first rumour of the arrival of the fleet in Goeree, and at once sent there an express to bring us the necessary lists of [the requirements of] all the captains. On this, the receivers<sup>1</sup> having given immediate orders for the preparation of the supplies required by them, they were all sent off from here last week. We therefore hope that they have reached their respective ships, and we have also given orders to provision the ships up to the middle of March, because the ice in the rivers may very likely keep them at sea till that time, or, at any rate, they could not very well be victualled from here.

We trust that these supplies will reach all the ships this week, as well as the men belonging to them, some of which, as we learn, have come here without reason. We have however thought good to

<sup>1</sup> 'Ontvanger,' viz., any one who receives money, especially public money. Here they must be persons in whose hands was the money of the Board.



connive at this, in order not to render the men desperate, seeing that the crews of other ships have been given liberty to go on shore at their pleasure, first in Zeeland and again at Goeree, to visit their wives and friends, and these alone kept on board without being able to make provision against the approaching cold winter with a few clothes or refreshments. Of all this the Vice-Admiral cannot be ignorant, as he has, as we are informed, a similar experience of his own men, and so ought not to write in this fashion, and tacitly to blame us for neglect, knowing well that the ship the *Golden Lion*, Gilles Thyssen Campen, being unfit for further service, has been uselessly kept by him to be a burden to the country, in spite of our letters, under pretext of waiting for orders from your H. M. He has also, directly against our orders, had Captain Hillebrand Jeroensen's ship towed up into Helvoetsluys, to lie there some days through want of necessaries, instead of sending her to Rotterdam, where she could have been conveniently repaired and supplied with everything necessary. To provide against this we sent our Commissioners thither on Friday last; from which your H. M. will be pleased to judge of the measure in which we have done our duty, and of the causes of the delay so far as there has been any. Your H. M. will then, as we hope, acquit us of having given any reason for the before-mentioned protestation; we having, on the contrary, used all possible urgency to procure means by which we may be enabled to sustain the heavy toils in which we are daily more and more involved in consequence of our too zealous execution of the orders of your H. M. We shall then, we trust, not be compelled to break off our labours, in order to answer these protestations without reason or necessity, as we have now done respectfully and reverently

in order to discharge ourselves from blame, though up to this time (may God better it!) our replies have produced little fruit or effect. We are however hopeful that the many resolutions and promises of your H. M., on which almost all the difficulties arise, may at last take effect. At all events if things cannot continue as they are, there will before long be a crash and a fall which will not easily be repaired. This we beg your H.M. to see to and prevent, for which we pray God, &c. . . .

October 29, 1652.

499. *Oct.  $\frac{19}{29}$ , 1652.—BOARD OF ADMIRALTY IN  
AMSTERDAM TO THE STATES-GENERAL*

[Archives of the Hague. Translated.]

From your letters of October  $\frac{11}{21}$ ,  $\frac{15}{25}$ , we find that you ask us to assist the Ambassador of your H.M., Heer Keyser (so at least we gather, as your intentions are not quite clear to us), to a month's pay of the 70 sailors who came to him and who were placed on board the men-of-war of this State, besides what was promised for a certain galliot hired or bought to warn the merchantmen of their danger as they passed the Skaw. You also asked us to approve of a loan from the public money to the captains serving in the men-of-war, even when they were not of our jurisdiction, on their simple declaration that they needed it, and also to get credit for the captains in the Sound. Having ripely deliberated on the matter, we cannot but humbly reply, that however well disposed we are to honour, assist, and favour the ministers of your H.M. abroad, and especially Heer Keyser, it is without precedent that they should dispose of means belonging to the Boards of Admiralty without their previous know-

ledge, or that they should burden the Boards by purchases, or by increasing the number of men who have been placed on board the men-of-war for the service of the State, upon careful consideration and good knowledge (as is the case with us), based on a lengthy inquiry into the needs of each ship in proportion to the means at our disposal. On this point, so far as our Board is concerned, we cannot yield even to Heer Keyser. This is the reason why we have sent to the resident De Vries a serious counter-order, and do not think it needful to procure for our captains the credit asked for, because this has not been found necessary for many years, during which they have been very well able to provide themselves without such powers. We have always provided them according to the needs of their voyages, as has been the case with the captains in the Sound, who are always able to secure supplies without need of money, as they have both money and provisions from our Board, so as to be able to procure what they want in case of need, upon a firm footing. Otherwise we should be unable to reckon the burdens on our receipts, but would have to depend upon different ministers, and should be charged upon one demand or another till we found our treasury empty, as Heer Keyser can himself judge, as well as that the payments ought to pass by the ordinary channels. And we shall do all that lies in our power in the matter, and oppose what has been done to the contrary, in accordance with the instructions whereby we have to regulate our proceedings; and we trust that your H. M. will suffer no irregularities or innovations to break in upon the same, and will therefore give orders that the said Heer Keyser, like all other public officers, shall draw upon the public in general, and not upon our Board in particular, for all such things as he



needs to carry out the commands of your H.M., so that we shall not be made chargeable therewith. Herewith . . . .

Amsterdam, October 29, 1652.

500. *Oct.  $\frac{20}{30}$ , 1652.—THE STATES-GENERAL TO  
COMMODORE RUYTER*

[Archives of the Hague. Translated.]

Earnest, Manly, Pious, Dear, and Faithful Sir,—Herewith enclosed is an extract from our resolution concerning one Tymen Claeszoon, Lieutenant of the late Captain Pieterszoon van den Broeck, deceased, which we have thought well to send to you, together with the accompanying copy of Vice-Admiral de With's despatch, dated the  $\frac{18}{28}$ th instant, with orders to report as promptly as possible on the conduct of the said Tymen Claeszoon.

Wherewith, &c.

The Hague, October 30, 1652.

501. *Oct.  $\frac{20}{30}$ , 1652.—EXTRACT FROM THE REGISTER OF RESOLUTIONS OF THE STATES-GENERAL OF THE UNITED NETHERLANDS*

[Archives of the Hague. Translated.]

*Wednesday, October  $\frac{20}{30}$ , 1652.*—Received a despatch from Vice-Admiral Witte Cornelisz. de With, dated from Helvoetsluys, the  $\frac{18}{28}$ th instant, being a reply to their H.M.'s despatch of the  $\frac{13}{23}$ th of this month, and reporting, in consequence thereof, with regard to Tymen Claeszoon, Lieutenant of the late Captain Joris Pieterszoon van den Broeck, deceased, that he has been appointed in the room of the said

captain by the Admiralty Board of Harlingen.<sup>1</sup> And after due deliberation had thereupon, it is decided to send a copy thereof to Commodore de Ruyter, that he may report to their H. M. concerning the conduct of the said Lieutenant Tymen Claeszoon.

502. Oct.  $\frac{20}{30}$ , 1652.—*COMMISSARY JACOB AGGES TO [THE STATES OF HOLLAND?]*

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—This is to inform your Lordships of the sailing of the fleet, with the captains appointed to it as below :—Commander Schellinger, Vice-Admiral Marten Schaeff, Jan Jans. Lapper, his Lieutenant being Pieter van Zalingen, Brederode, Huyskens, and Cornelis Jansen Poort, with instructions of which your Lordships will receive a copy herewith. But if they happen to fall in with the ships of their Lordships, the Directors, off Terschelling, or off the sea-channels, the latter are to go in place of Captains Marten Schaeff and Cornelis Jansen Poort, who, in that case, are to transfer to them their orders to sail to the Sound. Captain Marten Schaeff is then to return here to these roads, and Captain Cornelis Poort to go to the Texel, in accordance with orders which they will receive in full after the sailing of the fleet; and in case your Lordships should consider it best to make any alterations, so that this fleet may still have and retain your men-of-war as convoy, in pursuance of your Lordships' orders. This day Captain Sevenhuysen (belonging to their Lordships of the North Quarter) came in with

<sup>1</sup> *I.e.* of Friesland.

several ships northward bound, for the purpose of victualling, and the ship sadly wants repairs, and is falling to pieces ; therefore, now the fleet has sailed out with their appointed convoy, Captain Brakel is going up to make a report to your Lordships in person on the want of repairs to the said ship, and the necessity of procuring supplies.

Herewith, &c. &c.

J. AGGES.

East Vlieland, October 30, 1652.

503. *Oct. 30*, 1652.—*NEWS FROM COPENHAGEN*

[*Mercurius Politicus*, p. 2033. B.M. Press Mark E, 683, 3.]

From Copenhagen of the 30th October they write thus :—How the Danes resented the late engagement, be pleased, that for the greater sort they are so overpowered and inflamed with the subtleties of the Hollander, that, as the common report saith, they have not only renewed their former articles of peace with them, but also entered into a stricter—to wit, an offensive and defensive—league, and the truth of this appears unto us, first in regard all their navy here is making ready ; many say his Majesty is to provide 30 sail against the spring, the certainty of which is made good in that of a truth there are to winter here in this place 18 sail of Holland's men-of-war, and 12 sail more are to be here with the beginning of the spring, to make up 60 sail, to guard and keep the Sound. From the middle sort to the common sort of people, as merchants and masters that adventure to sea, they afford the English now and then a friendly look, thereby, as we conceive, to testify their dislike of proceedings. Many others are for peace, but as for the great ones, I believe if their ambassadors were out of



England, then the English that are here should suddenly see either an end of their long stay, or an absolute restrain, for they expect daily to be turned out of their ships.

There are at present 12 sail of Holland's men-of-war in the Sound, and one here a trimming at Copenhagen, and a Dutch fleet of about 100 ships is come up the Sound, with 7 convoyers, going up to the eastern seas<sup>1</sup> to trade there, &c.

504. *Oct. 21, 1652.—ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 34, pp. 55-57.]

That the paper concerning the detaining of the English ships at Copenhagen by the King of Denmark, which was now sworn at the Council, be part of the report which is to be made to the Parliament concerning that affair.

That the Victuallers of the Navy be sent unto to make all speed in getting ready the provisions already declared for, and that they do give in an account of the present state of the victual to the Committee for Foreign Affairs to-morrow morning.

That a letter be written to General Blake to let him know what the Council hath done and are doing in order to the supplying of the fleet, whereby they doubt not but they will be enabled to be serviceable in the business of which the Council sent him intelligence in their letter of the 20th instant, and to recommend it especially to him to be vigilant in that affair, the Council conceiving it to be of importance to the public service.

<sup>1</sup> *I.e.* the Baltic.

That a letter be written to General Blake to acquaint him with the intelligence which the Council hath received of the intentions of the Dutch, to desire him therefore to put the fleet with him into the best posture he can for the preventing of the Dutch in their designs.

That a letter be written to Captain Martin, commander of the State's ships at the Land's End, to desire him, for the better enforcing of the fleet with General Blake, to repair with such of the State's ships as are with him to General Blake, and the like to the commanders of the convoy lately sent to the Sound, and also to such ships as are at Harwich.

505.  $\frac{\text{Oct. 22}}{\text{Nov. 1}}$ , 1652.—*ORDERS OF THE COUNCIL  
OF STATE*

[R.O., Interr. I, 34, pp. 56-59.]

That it be referred to the Committee for the Admiralty to consider what may be done for the speedy fitting out to sea of such of the great ships as have lately been brought into Portsmouth, excepting only the Sovereign, and to report their opinions therein to the Council with all speed.

That a letter be written to the Commissioners for the Navy to pay unto Captain Ball what is due to him for his salary for the time he was employed in the public service.

That it be referred to the Committee for the Admiralty to consider of what extraordinary is fit to be allowed to Captain Ball in consideration of his being employed as Commander-in-Chief in the expedition to the Sound.

That a public minister, with instructions, be sent to the King of Denmark.

That Richard Bradshaw, Esq., now resident at Hamburg, be the person who is to go upon this employment, and that he do go in the quality of a resident.

That a letter be written to Mr. Bradshaw to acquaint him with the resolutions of the Council concerning him, to desire him therefore to be in readiness to go upon the service to which he is appointed when the despatch of the Council shall come unto him.

506. *Oct. 22*  
*Nov. 1*, 1652.—*ORDER OF THE ADMIRALTY*  
*COMMITTEE*

[B.M., Add. MSS. 9300, fol. 203.]

At the Committee of the Council of State for carrying on the affairs of the Admiralty. Ordered :— That such security be given to the persons who are to be employed as officers in the State's ships or frigates, as the Commissioners of the Navy and officers of the Ordnance shall think fit, that such officers shall truly and faithfully discharge the trust reposed in them by the State in their employment in the State's service, and that they shall give an account to the Commissioners of the Navy and officers of the Ordnance of such provisions and stores as shall be from time to time committed to their respective charges. And the Commissioners of the Navy and officers of the Ordnance are to take this security to be given by the respective officers employed in the State's ships as afore-said.

By order of the Committee,  
EXR. ROB. COYTMOR, Secr.



507. *Oct. 22*  
*Nov. 1*, 1652.—*ROBERT BLACKBORNE TO*  
*CHARLES LONGLAND.*<sup>1</sup>

[S.P. Dom. xxv. 25.]

SIR,—Your last of the 27th of September to the Committee was received, and has been communicated to the Council of State, who have the several particulars thereof under consideration, and though their motion in part of sending relief be not so quick as may be expected by other the ships in your parts, yet doubtless it will be with as much speed as the nature of their affairs here will admit of.

We have lately had an unexpected injury done us by the King of Denmark, who has seized on about 20 of our English merchant ships in his port, detaining them . . .<sup>2</sup>

where 18 sail of men-of-war were sent thither to convey them thence, under the conduct of Captain Ball, who was forced to return back this week without them. In his way homeward he took a man-of-war of 15 guns and 26 busses laden with herrings, which are brought into Yarmouth. . . .

Sir, your most humble servant,

R. B[LACKBORNE].

October 22, 1652.

<sup>1</sup> Agent at Leghorn.

<sup>2</sup> Three words are illegible.

END OF THE SECOND VOLUME.





Pine pl. b.  
 Broomrape.

Golden rosette fls.

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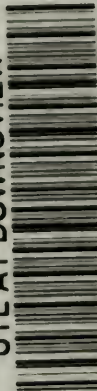
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